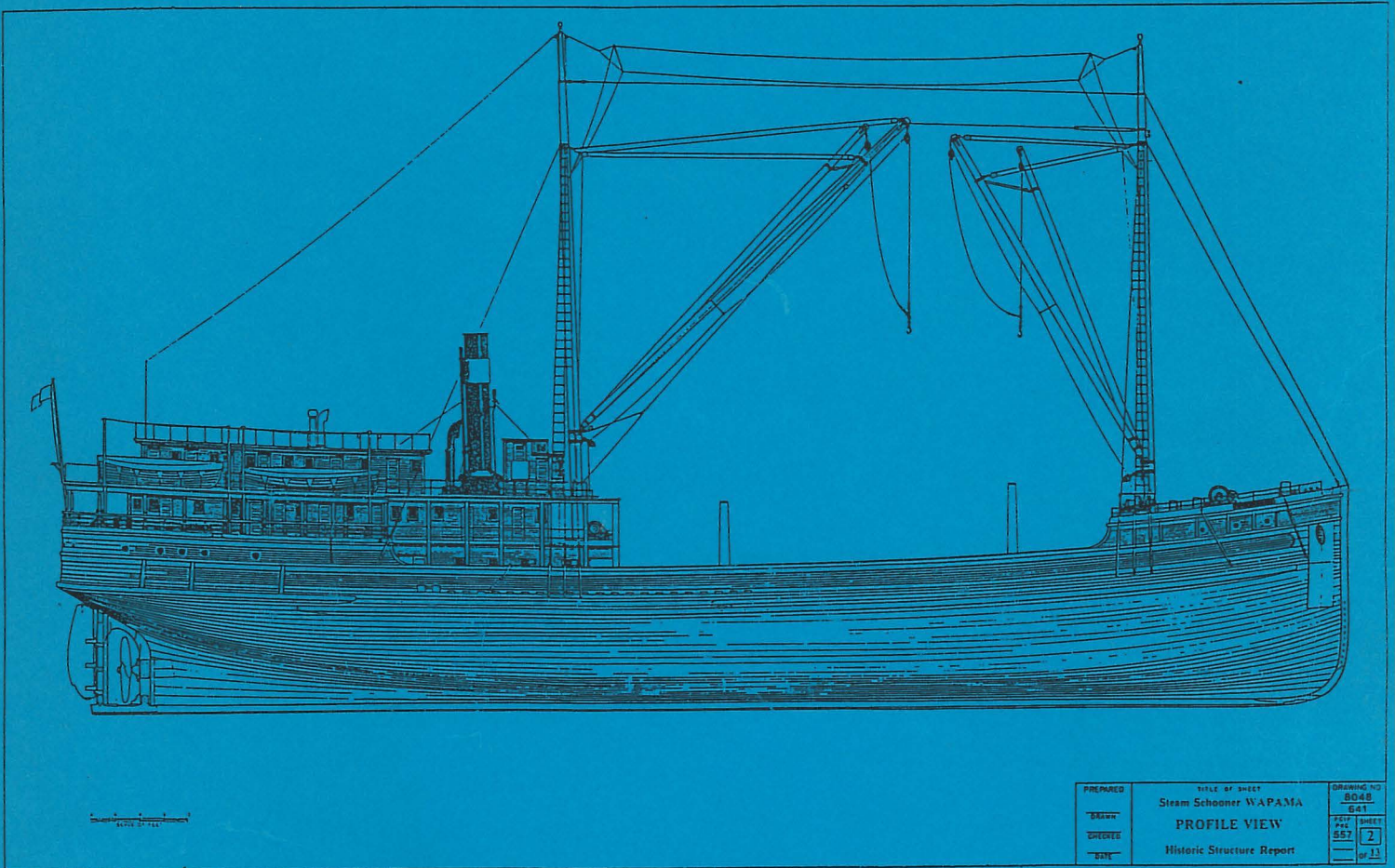


VM
6.5
W31
S28
1997



PETER STANFORD, PRESIDENT
NATIONAL MARITIME
HISTORICAL SOCIETY

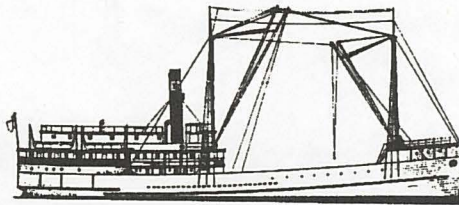
CO-CHAIRS:

EDWARD G. ZELINSKY

REAR ADMIRAL

THOMAS J. PATTERSON,
USMS (RET.)

JOHN KORTUM, ATTORNEY AT LAW



SAVE THE WAPAMA

Jan 15, 1997

F4I

From ADM Tom Patterson & Ed Zelinsky

P.O. Box 1043 TIBURON, CALIFORNIA 94920 • TEL. 415•435•0413 FAX. 415•435•6514

CAPTAIN RAYMOND AKER

JESSIE BRADY

PATRICK CARR, AMERICAN PRESIDENT LINES

GUNNAR LUNDEBERG

DON MASKELL

CAPTAIN S. JAMES NOLAN

CARL NOLTE

CAPTAIN C.O. OTTERBERG (RET.)

VINCENT VAN RIPER

Save the Wapama (Organization)

VM
6.5
W31
S28
1997

MEDIA CAMPAIGN REPORT

WAPAMA: THE WORLD'S LAST STEAM SCHOONER

TABLE OF CONTENTS

BRIEF HISTORY OF WAPAMA

PRESS RELEASES

WAPAMA PHOTOGRAPH

USNPS DRAFT, GENERAL MANAGEMENT PLAN/EIR (partial)

PRESS CLIPPINGS

LETTERS OF SUPPORT

A Brief History
of WAPAMA

BRIEF HISTORY OF THE STEAM SCHOONER *WAPAMA*

The Steam Schooner *Wapama* is the last of about 225 steam schooners built between the 1880s and the 1920s for the trade in lumber and passengers along the Pacific Coast. The *Wapama* is also one of the last examples of large wooden shipbuilding still in existence in the world.

The *Wapama* was launched on January 20, 1915 in St. Helens, Oregon. Loaded with lumber, she was towed to San Francisco for the installation of a 825 horsepower triple expansion steam engine built by Main Street Iron Works of San Francisco and two water tube boilers by Babcock & Wilcox. She was also outfitted with accommodations for 45 first class passengers and 12 to 22 passengers in steerage. She required eight months to build the hull and cost about \$150,000.

From 1915 to 1930, the *Wapama* plied the coastwise passenger and lumber trade under the ownership of the Charles R. McCormick Lumber Company. Her principal ports of call were Portland, Astoria, San Francisco, San Pedro and San Diego. However, she called as far north as Vancouver, British Columbia and as far south as Guaymas, Mexico.

With about two-thirds as deckload, the *Wapama* could carry over a million board feet of lumber from the wooded Northwest to San Francisco and ports south. Along with over two hundred similar steam schooners and hundreds of two-, three-, and four-masted sailing schooners such as the three-masted *C.A. Thayer*, the *Wapama* carried the timber that built the cities of the West Coast.

The *Wapama* also carried passengers. Vernon Hatchitt, who in 1919 as a kid of 14 sold newspapers aboard the *Wapama* when she visited Portland, recalled in a 1981 interview that when the shipping lines "were having a rate war you could travel to San Francisco for \$5.00. In fact, the San Francisco grocery stores used to advertise their weekend specials in the Portland papers; you could make the round trip down there, stock up on groceries, and still save money."

Sold in 1930 to the Los Angeles-San Francisco Navigation Company, known as the "White Flyer Line," the *Wapama* carried passengers between San Francisco and Southern California until 1937. According to the line's supper menu for December 17, 1932, passengers could choose between entrees of "Link Pork Sausage & Fried Apple," "Assorted Cold Meats," and "Baked Macaroni with Cheese."

Sold to the Viking Steamship Company in 1937 for \$12,500, the *Wapama* was overhauled for an addition \$10,000 and placed back in passenger service to Los Angeles. Fare was \$8 between San Francisco and Los Angeles, dinner and breakfast included. Failing to make money at these rates, she was laid up after two trips.

Purchased in 1937 by the Alaska Transportation Company for \$30,000, the *Wapama* was renamed *Tongass* and entered the Seattle to South-East Alaska passenger and cargo trade. For many ports of call, the *Tongass* was the only link to civilization. Charlie Regal, a former seaman in the *Tongass* during World War II, recalled: "It was like being on the *Robert E. Lee* on the Mississippi. You go into Pelican to deliver a couple of cases of whiskey and the whole town would turn out, come down. All six of them." She continued in this trade until 1947 when she struck a rock on Alaskan voyage and was laid up in Lake Union.

Sold for scrap in 1949, the *Tongass ex Wapama* was laid up in Seattle for nearly a decade. With support by State Senator Thomas A. Maloney, labor leader Harry Lundeberg, steamship line executives, and others, the State of California Division of Beaches and Parks purchased "One used steam schooner" in 1957 for \$16,000 under 1955 legislation establishing within the State Park system the San Francisco Maritime State Historical Monument. Extensive restoration commenced in 1957. She arrived in San Francisco under tow in 1959 and was opened to the public in 1963 at the Hyde Street Pier.

In 1977, the *Wapama* was transferred to the U.S. Department of the Interior, Golden Gate National Recreation Area, along with the other "State Historic Ships." With deterioration advancing, the *Wapama* was placed on a barge in 1980. She has remained on the barge since, first in the Oakland Estuary and since 1986 in Sausalito. A temporary roof was built over her in 1986 to prevent rot-inducing rainwater from soaking her topsides. In order to stop the spread of rot, the National Park Service conducted a feasibility study beginning in 1987 on the effects of borate spray treatment on the *Wapama's* rot. While this treatment proved successful in stopping rot in the areas in which it was administered, the treatment was stopped after about 9 months in 1988, and was not extended to other areas of the vessel. From at least 1984, an active volunteer program of over 300 regular volunteers maintained the *Wapama*. However, this program was terminated by the Park Service in about 1988.

From the perspective of naval architecture, the *Wapama* is significant as the largest surviving wooden vessel built for "outside" -- as distinct from inland -- merchant commerce. Only the ferryboat *Eureka*, which was built for inland use, is larger than the *Wapama* in the commercial category. In the category of warships, the *U.S.S. Constitution*, *U.S.S. Constellation*, *H.M.S. Victory*, *H.M.S. Foudroyant*, and the *Jylland* in Denmark are larger than the *Wapama*. The *Wapama's* massive framing, longitudinal strengthening, and planking are representative a bygone era of commercial wooden shipbuilding that was once commonplace throughout the world.

From the perspective of America's past, the *Wapama* is representative of hundreds of small steamships which plied the coastwise freight and passenger trade. These vessels preceded railways and trucks in many parts of the country and, in plying their trade, contributed immensely to civilization as we know it.

WAPAMA Press Releases

CO-CHAIRS:

EDWARD G. ZELINSKY

REAR ADMIRAL

THOMAS J. PATTERSON,
USMS (RET.)

COMMITTEE:

PATRICK CARR

AMERICAN PRESIDENT LINES

CAPTAIN RAYMOND AKER

JESSIE BRADY

JOHN KORTUM

GUNNAR LUNDEBERG

DON MASKELL

CAPTAIN S. JAMES NOLAN

CARL NOLTE

CAPTAIN C.O. OTTERBERG (RET.)

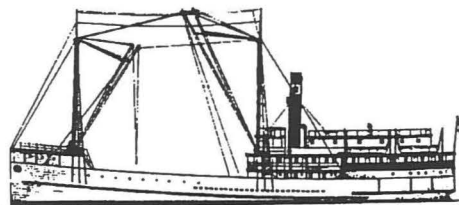
VINCENT VAN RIPER

ADVISORS:

PETER STANFORD, PRESIDENT

NATIONAL MARITIME

HISTORICAL SOCIETY



SAVE THE WAPAMA

FOR IMMEDIATE RELEASE

October 21, 1996

FOR PRESS INFORMATION:

Suzanne Simpson 415/331-7414

U.S. PARK SERVICE TO DESTROY WORLD'S ONLY HISTORIC STEAM SCHOONER UNDER PROTESTS OF OUTRAGED CITIZENS

San Francisco...In a study just released by the U.S. Park Service, the 215-foot ship, WAPAMA, the world's only remaining wooden steam schooner, is slated for the scrap heap.

Outraged by the action, a group of maritime preservation leaders formed the SAVE THE WAPAMA committee to halt the demolition.

Co-Chair of SAVE THE WAPAMA and the man who saved the ship, JEREMIAH O'BRIEN, Rear Admiral Thomas Patterson, (RET.), states, "It is our responsibility to save historical ships. The WAPAMA is the last of its kind in the world."

Committee member John Kortum comments, "In 1988, Congress charged the U.S.P.S. with preserving maritime heritage. Today they plan to "dismantle" one of the most significant artifacts of the nation's maritime heritage, the steam schooner, WAPAMA.

"It is outrageous the Park Service has budgeted 1.5 million dollars to destroy the WAPAMA," says Co-Chair, Edward G. Zelinsky. "The money should be used for saving the ship."

The WAPAMA is one of 200 wooden steam schooners built between the 1880's and 1920. She is in the world's largest collection of historical ships, based in San Francisco. The WAPAMA is presently berthed at the Bay Model in Sausalito.

The SAVE THE WAPAMA accepts donations. Call 415/435-0413.

Co-CHAIRS:

EDWARD G. ZELINSKY

REAR ADMIRAL

THOMAS J. PATTERSON,
USMS (RET.)

COMMITTEE:

PATRICK CARR

AMERICAN PRESIDENT LINES

CAPTAIN RAYMOND AKER

JESSIE BRADY

JOHN KORTUM

GUNNAR LUNDEBERG

DON MASKELL

CAPTAIN S. JAMES NOLAN

CARL NOLTE

CAPTAIN C.O. OTTERBERG (RET.)

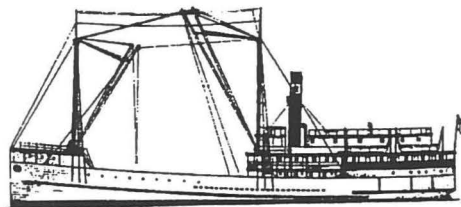
VINCENT VAN RIPER

ADVISORS:

PETER STANFORD, PRESIDENT

NATIONAL MARITIME

HISTORICAL SOCIETY



SAVE THE WAPAMA

INVITATION TO COVER

**WHAT: PRESS CONFERENCE CONDUCTED BY
THE SAVE THE WAPAMA COMMITTEE**

The U.S. Park Service recently announced in a draft proposal its intention to scrap the world's only remaining wooden steam schooner, the 217-foot ship, **WAPAMA**. A group of distinguished maritime preservation leaders led by Rear Admiral Thomas Patterson (RET), Commodore of the **S.S. JEREMIAH O'BRIEN** for its Normandy voyage in 1994, and civic leader, Edward G. Zelinsky, plan to challenge the proposal and insist that the 1.5 million dollars estimated to scrap the ship be used instead to save and restore **WAPAMA**.

WHEN: TUESDAY, OCTOBER 29, 1996

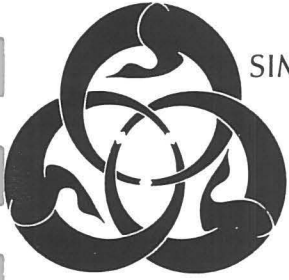
**TIME: Leave 9:00 a.m.
Return 12:30 p.m.**

**PLACE: The WAPAMA berth site in Richardson Bay,
Sausalito.**

THE PRESS CONFERENCE WILL BE HELD ABOARD **LISA MARIE**, A 72-FOOT CABIN CRUISER, WHILE UNDERWAY TO THE **WAPAMA** IN SAUSALITO. PLEASE BOARD NO LATER THAN 9:00 A.M. AT GATE 11, JUST OPPOSITE THE ST. FRANCIS YACHT CLUB IN THE MARINA.
(Lisa Marie phone: 425/563-3363)

PLEASE R.S.V.P. TO SUZANNE SIMPSON: 415/331-7414

P.O. Box 1043 TIBURON, CALIFORNIA 94920 • TEL. 415•435•0413 FAX. 415•435•6514



SIMPSON ART & COMMUNICATIONS

FOR IMMEDIATE RELEASE
November 18, 1996

FOR PRESS INFORMATION:
Suzanne Simpson, 415/331-7414

THE CITY OF SAUSALITO ENDORSES EFFORTS
TO PRESERVE AND SAVE THE WAPAMA

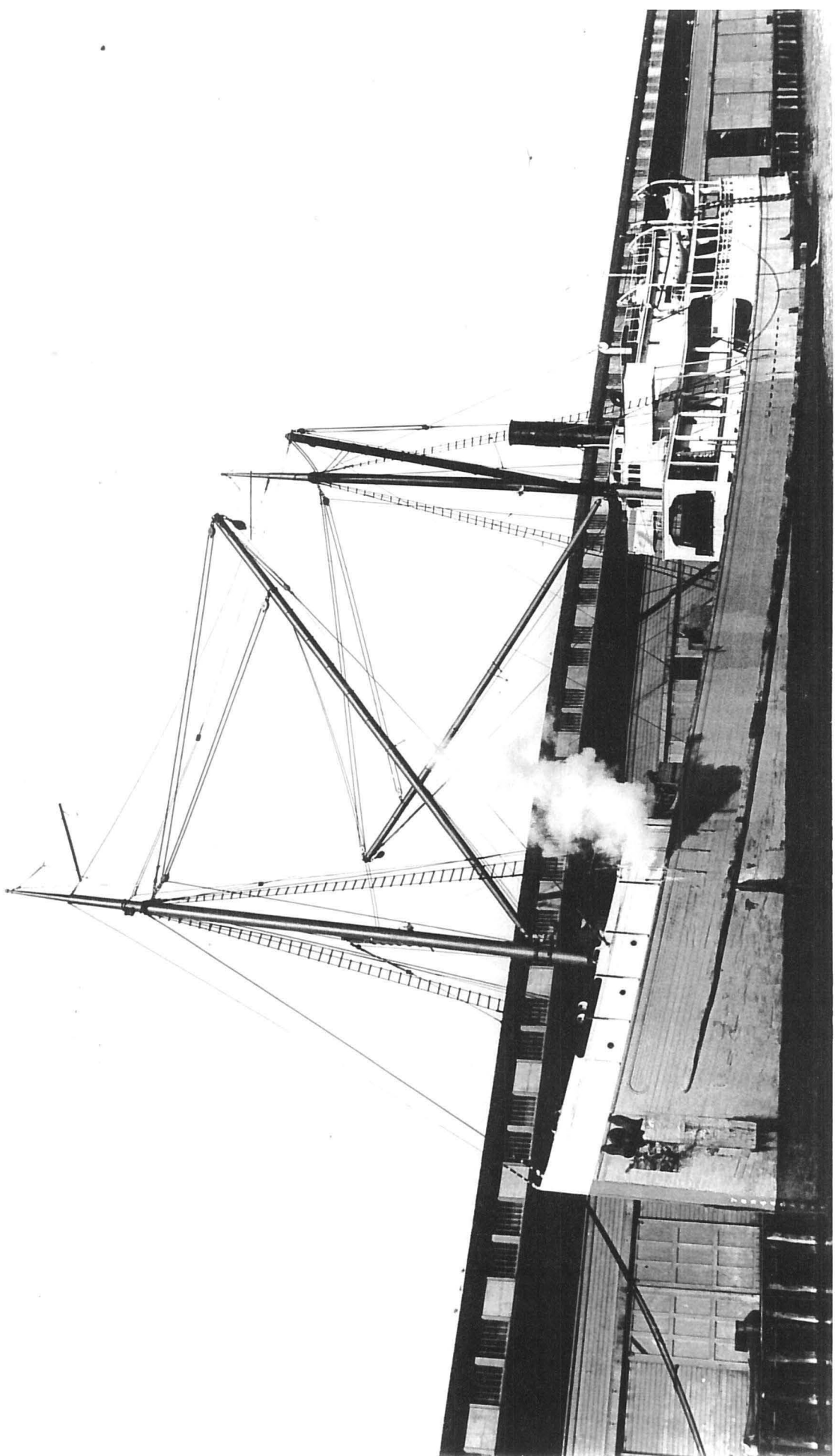
Sausalito....According to Sausalito Vice Mayor, George Stratigos, Sausalito's City Council is prepared to endorse the efforts of the SAVE THE WAPAMA Committee in their commitment to preserve and save WAPAMA, the world's last remaining steam schooner. The resolution will be presented at the city council meeting at ^{7:30}6PM, on Tuesday, November 19, at City Hall, 420 Litho St, Sausalito.

Co-Chairs of the SAVE THE WAPAMA Committee, Tiburon civic leader, Edward G. Zelinsky, and the man who saved the ship, JEREMIAH O'BRIEN, Rear Admiral Thomas J. Patterson USMS (RET), will be present to receive the resolution. The WAPAMA has been berthed in Sausalito since 1986.

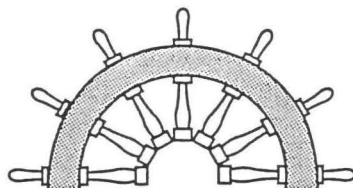
According to Zelinsky, the U.S. Park Service recently announced plans to have the WAPAMA dismantled for between one and 1.5 million dollars. "There is history to be saved here for future generations. Better the money be spent on stabilizing and restoring the WAPAMA," states Zelinsky.

###

Photograph
of WAPAMA



U.S.N.P.S. General Management
Plan/ELS (Partial)



Draft General Management Plan / Environmental Impact Statement

June 1996

SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK
San Francisco County, California

This *Draft General Management Plan / Environmental Impact Statement* presents three alternatives for the management, use, and preservation of resources and developed areas within San Francisco Maritime National Historical Park. Primary resources and developed areas within the park include historic vessels, museum collection, small watercraft, historic documents, library, Aquatic Park, Victorian Park, and Hyde Street Pier. A continuing issue is obtaining timely and adequate funding (often major) to rehabilitate, preserve, and maintain the historic vessels. Alternative A (the proposed action) would emphasize the preservation and maintenance of the park's collection, including the fleet of historic vessels, small watercraft, library, and archival materials. The steam schooner *Wapama*, a national historic landmark, would not be preserved and would eventually be dismantled. The park would pursue multiple strategies for major ship restoration, such as continued use of commercial shipyards and appropriate agreements with San Francisco Bay Area dry dock facilities. Greater use of the park's collection by the public for research and interpretive purposes would be provided through the use of additional facilities, including rehabilitation of the Haslett Warehouse. A distinct, 19th century San Francisco design theme would clearly establish the exceptional maritime identity of the park. The intersection at Hyde and Jefferson Streets would be redesigned to enhance pedestrian access and visibility of the pier and historic ships and to expand interpretive opportunities. In addition to information regarding park facilities and programs, visitors would be encouraged to see other related sites in the Bay Area. The other alternatives include alternative B, which is similar to alternative A with a few modifications, and alternative C, which would continue existing condition and provide minimal improvements. Following a description of the alternatives is an analysis of the environmental consequences of implementing each alternative.

The public review period for this document will end 60 days after publication of a notice of availability in the *Federal Register*. All comments must be received by September 27 and should be addressed to:

Superintendent, San Francisco Maritime National Historical Park
General Management Plan
National Park Service
Building E, Fort Mason
San Francisco, California 94123
Telephone: (415) 556-1659

United States Department of the Interior • National Park Service

SUMMARY

Rehabilitation of the Haslett Warehouse would help ensure the future preservation of one of San Francisco's early 20th century brick warehouse buildings. Rehabilitation would follow the *Secretary of the Interior's Standards for Rehabilitation of Historic Structures*.

The park's collection of small watercraft would receive adequate space and equipment to protect and preserve them for public interpretation, research, and park use. The library, museum collection, and historic documents would receive additional space, equipment, and staffing required to protect, preserve, and provide for future collecting and to make full use of their holdings for park use and public enjoyment.

No adverse effect would be anticipated to the Sea Scout base because rehabilitation would follow the *Secretary of the Interior's Standards for Rehabilitation of Historic Structures*.

The visitor experience would be greatly improved under the proposed action. Visitors would be able to identify clear connections between the primary park facilities, increasing overall visitation to these areas. Park facilities and interpretive programs would be improved to provide adequate introductions to all of the major park themes, offer in-depth interpretation of most themes, and offer programs and exhibits to encourage visitation. The park would work with the city of San Francisco to create a pedestrian plaza at the intersection of Hyde and Jefferson Streets during peak use periods, which would improve access to the park and pier, visibility of the historic ships, and interpretive opportunities.

Rehabilitation of the Sea Scout base would result in minor effects on the shoreline within the Aquatic Park lagoon, and potential impacts to water quality would be minimal. Visitor safety would be improved with a reduction in traffic/pedestrian conflicts within the park. There would be a small, incremental addition to the growth in traffic and parking demand generated under this alternative. The park would pursue arrangements for use of nearby private parking spaces, institute parking duration limits within the park during peak use times, and work cooperatively with the city of San Francisco and local businesses to encourage use of public transportation. There would be minor positive benefits for the regional economy.

ALTERNATIVE B

Description

Alternative B, like alternative A, would emphasize the preservation and maintenance of the historic ships, small watercraft, library, and archival materials. Space for the park's collection would be upgraded and expanded. The park would pursue multiple strategies for major ship restoration work in the same manner as described under alternative A. The National Park Service would recommend to the secretary of transportation that the SS *Jeremiah O'Brien* be transferred to the National Park Service.

The Haslett Warehouse and Aquatic Park Bathhouse would be adaptively used as described under alternative A, except the visitor contact facility would be in the former bookstore building relocated to Victorian Park.

As described under the proposed action, the intersection of Hyde and Jefferson Streets would become the focal point for entrance into the park, with a distinct 19th century design theme used to establish a park identity and to unify the primary park use areas. However, under alternative B the intersection would be developed further as an expanded/permanent pedestrian plaza with public seating, unobstructed views of the ships and Bay, and additional space for interpretive demonstrations, displays, and public programs.

The Sea Scout base would be rehabilitated as a Sea Scout facility and small craft shop. The park would explore options with other organizations to provide sail training at the base. The Tubbs building would be used for Environmental Living Program offices.

Environmental Consequences

As described under the proposed action, historic properties would generally benefit through a consistent maintenance and preservation approach aimed at perpetuating their historic integrity. However, the *Eppleton Hall* would be stabilized but not fully restored, pending her eventual transfer to another museum. The effects on the *Wapama* would be the same as described under the proposed action. *C.A. Thayer* would be restored. Deaccessioning the Lewis Ark to a Bay Area houseboat association would

not be adverse because conditions would be included in the transfer to ensure her future preservation.

The small watercraft, library, museum collection, and historic documents would be protected and preserved in the same manner as described under alternative A.

The visitor experience would be greatly improved through the creation of an expanded/permanent pedestrian plaza and other proposals described under alternative A.

No adverse effect would be anticipated on the Sea Scout base through rehabilitation.

The impacts on natural resources and visitor use would generally be the same as the proposed action. However, there would be a small, incremental addition to the growth in traffic and parking demand generated under this alternative.

ALTERNATIVE C - NO-ACTION / MINIMUM REQUIREMENTS

Description

Alternative C, the no-action/minimum requirements alternative, describes the conditions that would exist if current management strategies were continued, including minimal actions to stabilize and preserve the park's collection and historic properties.

Existing park facilities and their current functions would be retained. The visitor experience would continue to be focused on Hyde Street Pier and the Aquatic Park Bathhouse, with the bathhouse rehabilitated as the primary museum exhibit facility. Actions requiring minimal alteration of existing facilities and programs would be implemented to improve visitor awareness of the maritime park on the waterfront, strengthen the connection between the primary park facilities (Aquatic Park Bathhouse,

Victorian Park, Hyde Street Pier, and building E), and improve the views of the historic ships, the Bay, and interpretive elements on the pier.

As described under alternative A, the Tubbs building would be used for the Environmental Living Program offices. The Sea Scout base would be rehabilitated for continued use for Sea Scout activities.

Environmental Consequences

Alternative C would generally benefit historic properties. The park's use of the Haslett Warehouse would be discontinued. Repairs to the Aquatic Park Bathhouse would help ensure its continued use as the primary maritime museum facility. There would be no effect on the Lewis Ark. *Wapama* would be adversely affected.

The park's collection of small watercraft would be relocated to other storage space. Current and future space needs for the library, museum collection, and historic documents would not be met, resulting in inadequate storage conditions that would increase the rate of deterioration, especially for fragile items and rare books.

Under this alternative many visitors would continue to have difficulty making clear visual connections among the various facilities of the park, thus limiting visitation to some buildings. In-depth interpretation of the primary park themes would remain inadequate in some park facilities.

Rehabilitation of the Sea Scout base would result in minor effects on the shoreline within the Aquatic Park lagoon, and potential impacts to water quality would be minimal. Visitor safety concerns due to traffic/pedestrian conflicts within the park would remain. There would be minor positive benefits for the regional economy.

WAPAMA Press Clippings

No. 79

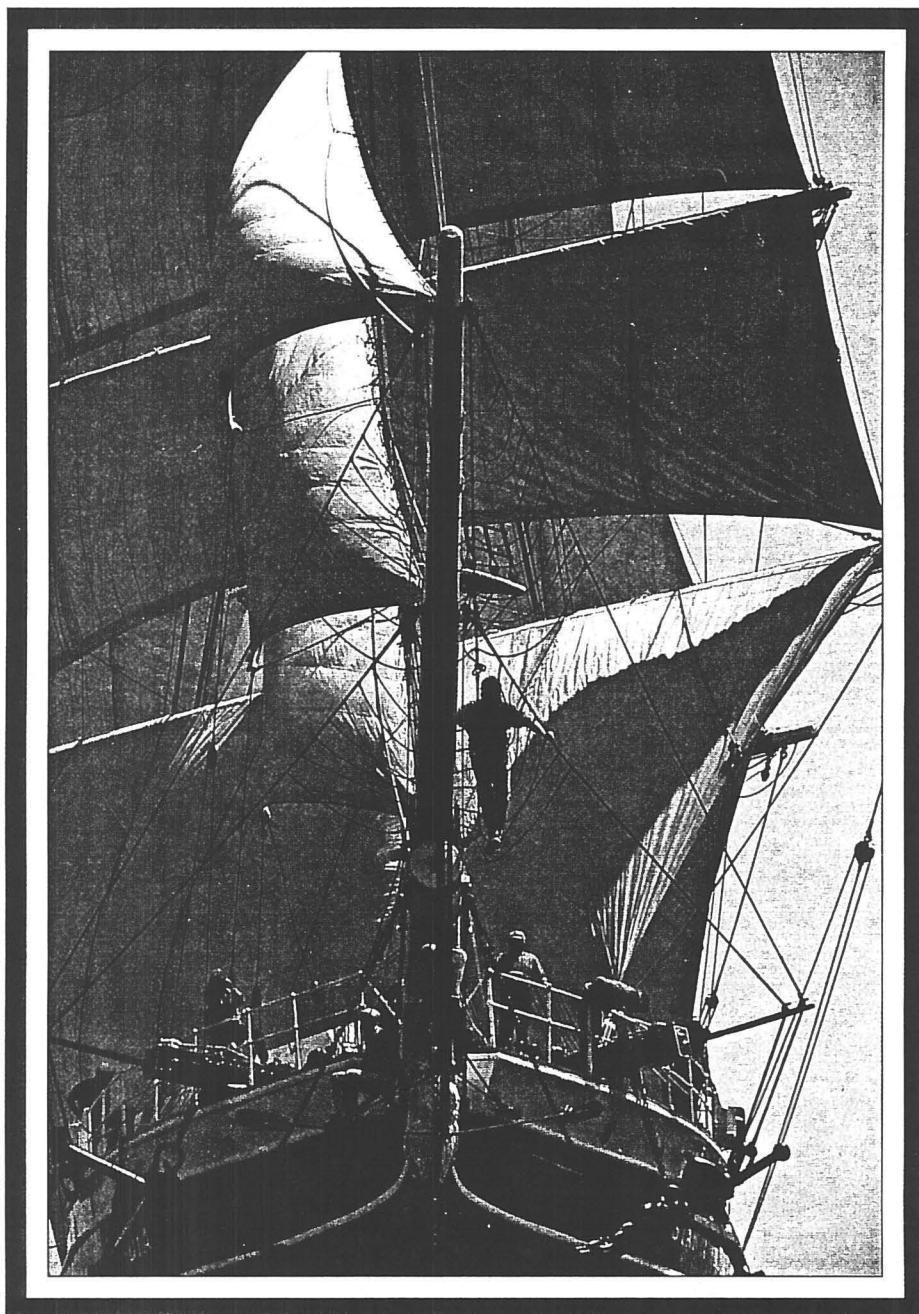
NATIONAL MARITIME HISTORICAL SOCIETY

AUTUMN 1996

SEA HISTORY

\$3.75

THE ART, LITERATURE, ADVENTURE, LORE & LEARNING OF THE SEA



AMERICA IN THE PACIFIC

The Star of India Sails Again!

Under Sail in the Pacific Northwest

The Remarkable Life of a Tosa Fisherman

The Cape Horn Road, Part IX

Wapama: The Last Pacific Steam Schooner

by Karl Kortum

As a West Coast maid-of-all-work, the Wapama towed the Star of India to safe harbor in San Diego in 1927. The Star, by far the elder of this odd couple, flourishes today (see pages 16–17), but the National Park Service has slated the Wapama for scrapping. Karl Kortum, in this last piece of writing for Sea History, pulls no punches in responding to this “cowardly assault on our last steam schooner.”

The judgment of the Ship Committee of the Historical Park Advisory Commission is that the ship can be saved. Accordingly, the National Maritime Historical Society’s San Francisco Council is sponsoring a new Save Our Wapama Committee, co-chaired by Rear Admiral Thomas J. Patterson, USMS (Ret.) and World Ship Trust Vice President Edward G. Zelinsky. Admiral Patterson led the herculean task of restoring the Liberty ship Jeremiah O’Brien to steaming condition and two years ago steamed the big ship to Europe for the D-Day observances in Normandy. Gunnar Lundeborg, president of the Sailors’ Union of the Pacific is among the members of the committee, which includes civic leaders and a cadre of experienced ship people.

Immediate help is needed in letters calling for the ship to be saved, restored and re-opened to the public. Letters may be addressed to William G. Thomas, Superintendent, San Francisco Maritime National Historical Park, and mailed to Save Our Wapama, 130 Main Street, Tiburon CA 94920. The Wapama Committee will then present your letter to the proper authorities. PS

Little more than a century ago a seafaring culture started to emerge on the Pacific Coast that was unique in the world. It was admired wherever sailors gathered: “When I was in [the Finnish square rigger] *Glenard* the first time, we had a real old shellback crowd—about a dozen of them. A number of them had been in West Coast steam schooners. In Finland your steam schooners were famous for the wages paid in them, and the food. But work, backbreaking work. Most of the older deepwater men had tried it—for a few years. Great grub, fine pay, but work to kill you.” So recalled Capt. Sten Lille from his time as apprentice in *Glenard*.

Those steam schooners worked essentially to move lumber from the Pacific Northwest, where it grew, to the cities of California, where it was needed. They emerged in the early 1880s, a few at a time; the shipyards of their origin were at San Francisco’s Fisherman’s Wharf or up Mission Creek at a point just below Seventh Street, presently home to a gaunt freeway and nothing more.

C. G. White built at Fisherman’s Wharf and Alexander Hay and Boole & Beaton on Mission Creek. White, who came from Sweden in 1858, launched the *Surprise*, *Julia H. Ray* and *West Coast* from his modest little shipyard in 1885, the *Greenwood* and *Whitesboro* in 1886, the *Alcatraz*, *Emily* and *South Coast* in 1887, and the second *Julia H. Ray* in 1888.

He continued building, shifting to the Pacific Northwest, and launched a total of eighty-four vessels. White’s obituary in the *Everett Morning Tribune* in 1905 stated that “while delirious he sat up in bed and drafted perfect plans for a new steam schooner.” The success of the vessels he built is attested to in this comment on the *West Coast*, published in the *Humboldt Times*, 13 October 1887:

Steam Schooners Profitable. The profitable character of

the new steam schooners, of which many have been added to the coastal fleet this year, may be gathered from the experience of the steam schooner *West Coast*, which was launched last year and has been employed without cessation since her first trip. The entire cost of the steamer, about \$25,000, has been repaid already to her owners from the profit of her trade.

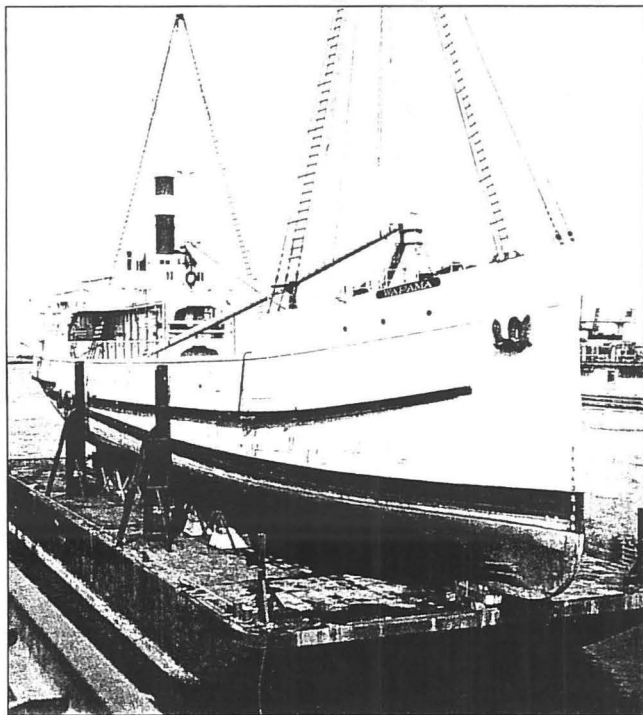
What class of vessel did the new type (gradually) replace? What craft carried the lumber down the coast to get the great California cities started?

The answer is, for the most part, two-masted sailing schooners. They were small vessels, obliged with super seamanship to sail up to the cliffs of Sonoma and Mendocino counties, to moor with an anchor ahead and a web of hawsers led to iron rings in rocks ashore. The unprotected coves—mere indentations in the coast—were called “dog holes”; the idea was to beat the next storm by getting the cargo aboard down a long wooden chute. As time went on the chute was replaced by an overhead wire; the loads of lumber were sent down the wire to the schooner’s decks on a trolley. In time, California lumber was laded as well in the southern ports of Oregon and then farther up the coast in the Columbia River and in Grays Harbor, Washington; and redwood gave way to Douglas fir.

A controversy has existed for a century over whether the first steam schooner amounted to an afterthought—stick an engine in a newly completed sailing schooner and, voila! a steam schooner. After all, there were literally hundreds of the two masters that had carried the lumber up to that point in the early 1880s—“Flatfoot” Hansen declared he saw fifty becalmed under Point Reyes at one time.

But although existing photographs of the *Celia* and *West Coast* show a distinct sailing schooner hull, it is now felt that a naval architect must have been involved with their design

The barged Wapama awaits her fate.



from the start to find accommodation for engine, boilers and coal bunkers in addition to cargo.

The point was that the steam engine allowed the vessel to keep a schedule. She could enter and leave the "outside ports" with more assurance, not depending on the wind. Moreover, if her schedule back and forth to these dangerous dog holes was suddenly interrupted by a storm, she could resume it in a day or two, lying offshore until the storm was over.

Darrell McClure, a sailor and marine artist who grew up amidst the steam schooners in Eureka, California, had an account of the arrival of steam in these little craft—some under 200 tons:

The engineer now had a place at the first table. The bowsprit has disappeared along with "de yibs" since "de enyin" has increased in power. The stem was straight, or almost straight, in steamboat fashion. A goodly foremast remained with a large forestays'l to the stemhead and the fores'l itself had a fine span of length to the gaff and boom—an honest sized sail right in the middle of the ship. The crew lived in dismal comfort under the low fo'c's'le head. There were no J's or G's in that crowd, either.¹ Not for nothing were steam schooners known as "Finnish Men-O'-War."

Did the Scandinavians follow the trees, that is, did they gravitate naturally towards the forests? Or did they follow the ships, an outgrowth of the forests?

Ships of the Redwood Coast (Stanford University Press, 1945) noted: "The coastwise fleet has long been recognized as California's Scandinavian Navy. On any Pacific vessel one can come across a Johnson, a Petersen, or a Liljeborg. . . . All hailed from the Scandinavian countries and all but a few retained their picturesque accents of the lands of the Vikings."

Legends, factual and fanciful, have been passed on to substantiate the seamanship of these old-time skippers. Take old Captain "Rain-water Oscar" Johnson, who allegedly navigated his ship on an even keel for two blocks inland on rainwater alone before he realized his mistake, then calmly rang full speed astern and backed out into the stream again. And there was Captain Rohberg, who brought his ship into San Francisco harbor keelside up. This could go on, far into the night.

Last of a West Coast Breed

When we were selecting seven ships for preservation in the 1950s, it was essential that a steam schooner be elected. She would be the most original type—like no other in design, distinctly a creation of the West Coast. Moreover, her cargo for this generation and for generations to come would be the Scandinavian heritage—a drive to "get the loomber on har," work hard at both ends ("get the loomber off har"), make trips/ make money, relish family life, friends, fill the stage with a cast of characters (nicknames widely used to separate out individuals from the many Johnsons and Olsens and Carlsons), and finally to build up a body of stories about a century of the trade that are very humorous indeed.

The *Wapama* was there, ready to load this cargo of history. Two hundred twenty-five wooden steam schooners were built in all; *Wapama* is the last survivor.

Built in 1915 by the St. Helens (Oregon) Shipbuilding Company, she sailed in the coastwise lumber and passenger

¹ The "J's" and "G's" were pronounced "Y." A "jingle" was a "yingle."

trades for the Charles McCormick Company until 1930. For the next 19 years she sailed for other companies between San Francisco and Los Angeles and between Seattle and Alaskan canneries. Sold for scrap in 1949, she was left to rot in Puget Sound until the State of California bought the vessel in 1957 for its State Maritime Monument at Aquatic Park. The state ships and the monument were taken over by the federal government in 1978.

The National Park Service, which administers the *Wapama*, now proposes getting rid of her. This is a defeatist, tail-between-the-legs approach. The seven vessels to be preserved by the Park Service have been specifically named in the federal law that created the San Francisco Maritime National Historical Park, a law signed by President Reagan. In ceremonies in the Rose Garden the new methodology (a borax treatment) being used by the Park Service to preserve the *Wapama* was specifically honored. Then, the treatment was abruptly stopped. The millions spent thus far are out the window.

The Park Service should be seeking ways to preserve the *Wapama*, not ways to get rid of her. There are many ways to do it. The vessel sits on a steel barge and that's what saves her. She needs a few additional steel struts. It would cost an exorbitant sum to replank the vessel so that she could float on her own bottom. It is not necessary—she has turned into a different kind of exhibit, one you can walk under to see what makes her a Pacific Coast steam schooner—those twenty-inch-wide Douglas fir planks, no longer available, the ten-foot iron propeller which can be run overhead when it is refitted.

The "triple expansion engine" has been equipped with a concealed electric motor so that it can be made to turn over when tours are led through the engine room. Moreover, a kind of archaeological dig has been carried out by an old chief engineer from her younger days, Angus McMillen. Mr. McMillen lives in Seattle, has paid the ship a visit after 45 years and painstakingly identified every steam chest, hot box and burner as part of an oral history project. How did this antique, wooden engine room work? A photographic tour can be built around Mr. McMillan's remarkable memories.

Similarly, ex-chief mates, skippers and deckhands who served in *Wapama*, as well as passengers (including a honeymoon couple) have come forward to put their recollections on tape. As a unit of the McCormick fleet, the *Wapama* did not merely move lumber but had modest passenger accommodations as well. She comes from a time when one traveled up and down the Pacific Coast by steamer rather than railroad or bus. The railroads existed, but connections were frequently tenuous and roads were worse. So *Wapama* glories in a handsome dining room entered from the deck above by a spiral staircase. She is that rare bit of Americana, a wooden passenger ship.

Wapama was an extremely popular vessel during the years she was on display, from the late 1950s into the early 1970s. People loved her. Some eighteen paintings of steam schooner life were commissioned from a *Saturday Evening Post* artist and these were captioned by direct quotes taken from the life of her people.

We should act now to repel the cowardly assault on our last steam schooner. †

The late Karl Kortum was founder of the National Maritime Historical Society as well as the San Francisco Maritime Museum, which became the San Francisco Maritime National Historical Park.

DECK LOG

When I last saw Karl Kortum, in his home in San Francisco on 21 August, he had just awakened from a dream. "Not a nightmare, I hope?" I said. No, it was a very good dream, he told me, in which he was working with the late Scott Newhall (who loved to get his hands on a welding torch) to outfit a small, old-fashioned paddlewheel tug for sea. The tug, of course, was the *Eppleton Hall*, which he and Scott steamed from England to San Francisco in 1969–70 in one of the epic sea ventures of our time.

Karl was ready for the longer voyage he knew lay ahead, and three weeks later, on 12 September, he slipped his cable and took his final departure. He left us with a lazarette full of memories and with the mission of saving the historic ships that people of vision—Mystic's Carl Cutler, New York's Jakob Isbrandtsen, and San Francisco's own Karl Kortum—brought to safe harbor for us.

The immediate challenge he leaves us is to save the *Wapama*, whose story is told by Karl himself on pages 14–15 of this issue. Karl said our NMHS testimony at hearings on Park Service plans to scrap the old steam schooner, held earlier on the day I saw him, had been "a breakthrough," based on phone calls he'd already received. I hope so. But if so, it's up to all of us to make it real.

To move ahead with the surge of public feeling about these ships, a Save Our Wapama Committee has been formed under the chairmanship of Admiral Tom Patterson, who saved the Liberty ship *Jeremiah O'Brien* and steamed her to Normandy for the D-Day observances in 1994, and Ed Zelinsky, vice president of the World Ship Trust and vice chairman of NMHS. Please join them in speaking up for the *Wapama* today.

* * * * *

In our line of work we don't go in for finger-pointing, or for excuses either. Such tactics don't work at sea. What we do in our business in great waters is seek out examples of the good, dedicated performance that leads to success. You may imagine my pleasure at sailing on the *Star of India* in San Diego to celebrate the wonderful work done with that ship, which literally glows with good ship-keeping (see pages 16–17). And it is good to report that another NMHS Committee, the *Catawissa* Committee, has got their 1897 tug on the National Register and is making progress to bring her into safe harbor in New York City.

—PETER STANFORD

San Francisco, CA
(San Francisco Co.)
Examiner
(Cir. D. 158,711)

NOV 05 1986

Allen's P. C. B. Est. 1888

Maritime buffs work to save last steam schooner

Private committee will try to keep the Wapama from being demolished

By Donna Horowitz
SPECIAL TO THE EXAMINER

SAUSALITO — Fearing a piece of history will be lost forever, two maritime buffs have come to the aid of the world's last wooden steam schooner.

The 215-foot Wapama, which once carried lumber and passengers along the Pacific Coast, has been slated for demolition by the U.S. Park Service.

Since learning of the ship's fate, Ed Zelinsky, a major downtown Tiburon property owner and history enthusiast, and retired Rear Adm. Thomas Patterson have formed a committee to save the Wapama, which has been sitting on a barge in Sausalito for the last 10 years.

"We're a maritime nation. We're surrounded by water," Patterson said. "We came from the sea. We can't let our ships disappear one by one."

For the last several months the two men have been drumming up support for the ship among sailors' unions, maritime historical groups, politicians — and even royalty.

Zelinsky made his case to Prince Philip at Buckingham Palace in London several weeks ago at a gathering of the World Ship Trust, a preservation group on which Zelinsky serves as vice president.

Zelinsky, who is also a member of the National Maritime Museum Association in San Francisco and vice chairman of the National Maritime Historical Society in New York, is adamant that the Wapama not be destroyed.

"It's the only wooden lumber schooner that's left. If it's gone, all we can show our children and grandchildren is a picture of what a wooden steam schooner used to look like," he said.

Iron men and wooden ships

"I like the fact that it represents an age here on the West Coast of iron men and wooden ships," Patterson said. "They took these ships up along the Oregon shore and got the trunks of trees down into the ship. Then they brought it down the coast to places like San Francisco, Los Angeles and San Diego.

A lot of this lumber built the West Coast."

The Sausalito City Council also has taken up the cause. It adopted a resolution Tuesday night that urges Sens. Barbara Boxer and Dianne Feinstein and Rep. Lynn Woolsey, D-Petaluma, to direct the Park Service to use the \$1.5 million needed to demolish the ship for its preservation instead.

"All through my childhood the history of the Sausalito waterfront has disappeared because it simply sits there to rot," said Sausalito Vice Mayor George Stratigos. "What Sausalito needs to do is to take a real proactive stance to preserve its heritage."

The Wapama was part of a fleet of 225 steam schooners built between the 1880s and 1920s to carry lumber and passengers up and down the Pacific Coast. From 1915 to 1930, the Wapama carried more than 1 million board-feet of lumber from the Northwest to San Francisco and points south — lumber that was used to build the cities along the coast.

Carried passengers and cargo

The Wapama later carried passengers between San Francisco and Southern California before being put into service ferrying passengers and cargo between Seattle and Alaska.

She hit a rock in Alaska in 1947, was sold for scrap two years later, and remained in Seattle for almost a decade.

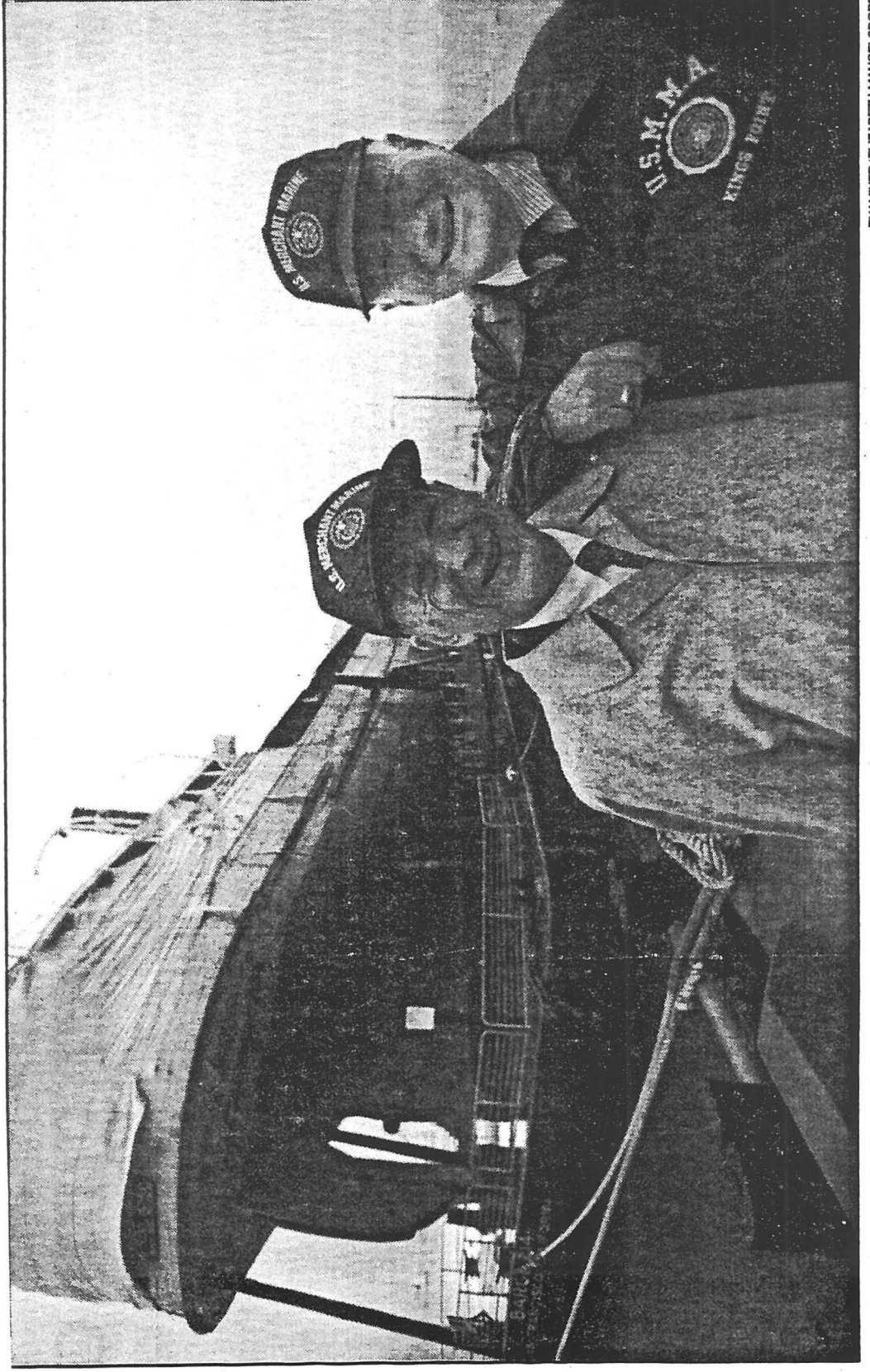
California's Parks Department bought the Wapama in 1957. After extensive renovation, the ship was opened to the public at the Hyde Street Pier in San Francisco in 1963. She was transferred to the Golden Gate National Recreation Area in 1977, and put on a barge in 1980, first in Oakland, and then in Sausalito in 1986.

Bill Thomas, superintendent of the San Francisco Maritime National Historic Park, which manages six other historic ships near Fisherman's Wharf, said the Parks Department can't afford the estimated \$16 million it would take to renovate the Wapama. But he welcomes the public's support in saving the old schooner.

"If somebody can come by and love that ship and make it well, that's wonderful," he said.

Donations to restore the Wapama can be sent to the National Maritime Historical Society, P.O. Box 68, Peekskill, NY 10566.

SAN FRANCISCO EXAMINER 11/25/96



Ed Zellnsky, left, and retired Rear Adm. Thomas Patterson are spearheading an effort to refurbish the steam schooner Wapama.
EXAMINER/ELIZABETH MANGELSDORF

Stockton, CA
(San Joaquin Co.)
Record
(Cir. D. 53,500)
(Cir. S. 60,300)

NOV 17 1996

Neglected steam schooner faces dismantling, burial

SAN FRANCISCO (AP) — The last of the sturdy, wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground.

That's one of the futures the federal government has outlined for the 81-year-old Wapama, a victim of dry rot and neglect perched on a barge in Sausalito, just across the Golden Gate.

Preservationists are waging a fight not only to save the Wapama from being dismantled and buried, but to keep it for future generations.

The Wapama, now a home for scores of pigeons, is a mess. At first glance the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired merchant marine Rear Adm. Thomas Patterson.

That improves chances a great deal.

Patterson already has scored one major success at saving a historic ship from the scrap heap —

he's largely credited with saving the Jeremiah O'Brien.

The O'Brien was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-boats to keep supplies flowing to Allied forces. The San Francisco-based O'Brien drew headlines in 1994, when it sailed to France for ceremonies marking the 50th anniversary of the Normandy invasion.

When it comes to the Wapama, Patterson's motto is, "I have not yet begun to fight."

"Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

Seed money could come from \$1.5 million the federal government estimated would be needed to dismantle and bury the Wapama. Toxic chemicals used over the years for preservation would mandate burial of the Wapama, the last of about 225 steam schooners built between the 1880s and 1920s for the lumber and passenger trade along the

Pacific Coast.

Patterson envisions keeping the ship on land, where it would be sheltered by a steel roof.

"It would be a barn like affair, something very practical," he said.

From the standpoint of the National Park Service, an \$18 million price tag for restoring the Wapama is just too high.

The Wapama once floated in the park service's maritime historic fleet in San Francisco, a flotilla that includes the sailing ship Balclutha and the rail ferry Eureka.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's superintendent. He called \$18 million for one ship "an impossibility."

Patterson said the forces that saved the O'Brien didn't start out big. And, he added, nothing like \$18 million would be needed if the ship were preserved ashore.

"The federal government can't afford to save her," he said. "A nonprofit foundation could do it."



AP photo

WELL WORN: The 81-year-old Wapama sits atop a barge in Sausalito Friday. The last of the wooden steam schooners that carried cargo and passengers

up and down the West Coast is the center of a heated battle. Federal officials want to dismantle and bury the ship, while preservationists want to restore it.

He can get plenty of volunteers to work on the Wapama, Patterson said. The project has the support of several labor organizations, including the Marine Firemen's Union and the Sailors Union of the Pacific.

Saving the Wapama also has drawn the attention of such

preservation luminaries as Edward Zelinsky, vice president of the World Ship Trust, and Jim Delgado, head of the Vancouver Maritime Museum in Vancouver, British Columbia.

Delgado knows the Wapama well, having served as maritime historian for the park service from

1987 to 1991.

The job of saving the Wapama may be insurmountable for the park service, Delgado said.

"Perhaps, when faced with the alternatives of losing her, then the maritime-preservation community and the local community can rally to the cause," he said.

Pinole, CA
(Contra Costa Co.)
West County Times
(Cir. D. 54,048)

NOV 16 1996

Allen's P. C. B Est. 1888

Feds lack cash to fix steamer, want to bury it

By JAMES O. CLIFFORD
Associated Press

SAN FRANCISCO — The last of the sturdy wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground.

That's one of the futures the federal government has outlined for the 81-year-old Wapama, a victim of dry rot and neglect now perched on a barge in Sausalito.

Preservationists are waging a fight not only to save the Wapama from being dismantled and buried, but to keep it for future generations.

The Wapama, now a home for scores of pigeons, is a mess. At first glance the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired merchant marine Rear Adm. Thomas Patterson. That improves chances a great deal.

Patterson has scored one major success at saving a historic ship from the scrap heap — he's largely credited with saving the Jeremiah O'Brien.

The O'Brien was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-boats to keep supplies flowing to Allied forces. The San Francisco-based O'Brien drew headlines in 1994 when it sailed to France for ceremonies marking the 50th anniversary of the Normandy invasion.

When it comes to the Wapama, Patterson's motto is, "I have not yet begun to fight."

"Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

Seed money could come from \$1.5 million the federal government estimated would be needed to dismantle and bury the Wapama. Toxic chemicals used over the years for preservation would mandate burial of the Wapama, the last of about 225 steam schooners built between the 1880s and 1920s for the lumber and passenger trade along the Pacific Coast.

Patterson envisions keeping the ship on land where it would be sheltered by a steel roof.

"It would be a barn-like affair, something very practical," he said.

From the standpoint of the National Park Service, an \$18 million price tag for restoring the Wapama is just too high.

The Wapama once floated in the service's maritime historical fleet in San Francisco, a flotilla that includes the sailing ship Balclutha and the rail ferry Eureka.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's superintendent. He called \$18 million for one ship "an impossibility."

Patterson said the forces that saved the O'Brien didn't start out big. And, he added, nothing like \$18 million would be needed if the ship were preserved ashore.

"The federal government can't afford to save her," he said. "A non-profit foundation could do it."

He can get plenty of volunteers to work on the Wapama, Patterson said. The project has the support of several labor organizations, including the Marine Firemen's Union and the Sailors Union of the Pacific.

Saving the Wapama has also drawn the attention of such preservation luminaries as Edward Zelinsky, vice president of the World Ship Trust, and Jim Delgado, head of the Vancouver Maritime Museum in Vancouver, British Columbia.

Delgado knows the Wapama well, having served as maritime historian for the Park Service from 1987 to 1991.

The Vancouver museum's centerpiece is the St. Roch, a Royal Canadian Mounted Police schooner that became the first ship to sail the Northwest Passage in both directions. The St. Roch is preserved in an A-frame structure and attracts 130,000 people a year.

There are "striking similarities" between the two ships, Delgado said.

Both no longer could be maintained afloat and both had serious dry rot problems.

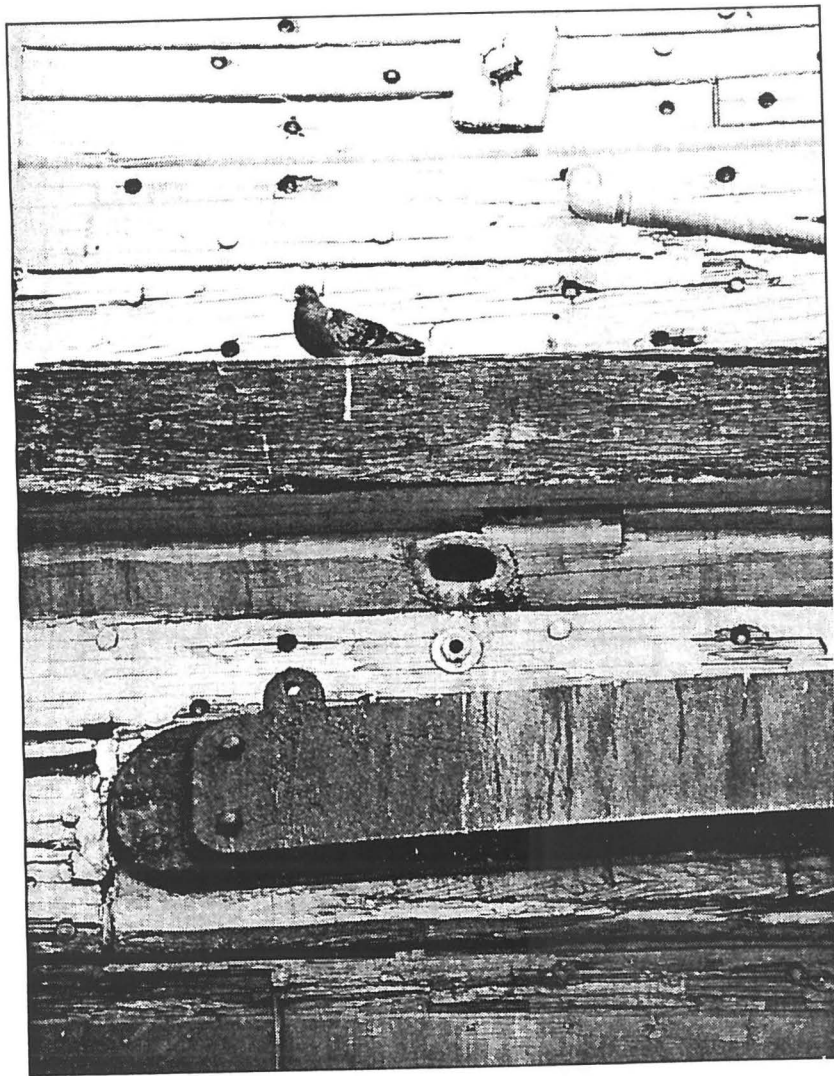
"The decision was made to place St. Roch ashore, and ultimately inside a shelter, which was the only way to save her," he said.

The job of saving the Wapama may be "insurmountable" for the park service, Delgado said.

"Perhaps, when faced with the alternatives of losing her, then the maritime preservation community, and the local community, can rally to the cause," he said.

Preservationists consider S.O.S. — save old snip

West County Times 11/16/96



A PIGEON rests on the Wapama's wooden hulk. Seed money for restoration could come from \$1.5 million the federal government estimated would be needed to dismantle and bury it.



Associated Pr

THE WAPAMA rots in Sausalito, 81 years after being built to serve growing cities on the West Coast. The National Park Service won't spend \$18 million to restore the schooner to float in its San Francisco maritime museum. Thomas Patterson, who helped refurbish the Jeremiah O'Brien, proposes a cheaper solution: a volunteer force to preserve the Wapama on land, under a roof.

San Rafael, CA
(Marin Co.)
Marin Independent Journal
(Cir. D. 41,100)
(Cir. S. 42,800)

NOV 1 8 1996

Wapama: Shape up or ship out?

C-40 Old vessel may be preserved

From staff and wire reports

The last of the sturdy wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground.

That's one of the futures the federal government has outlined for the 81-year-old Wapama, a victim of dry rot and neglect now perched on a barge in Sausalito.

Preservationists are waging a fight not only to save the Wapama from being dismantled and buried, but to keep it for future generations.

The Wapama, now a home for scores of pigeons, is a mess. At first glance, the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired Merchant Marine Rear Adm. Thomas Patterson.

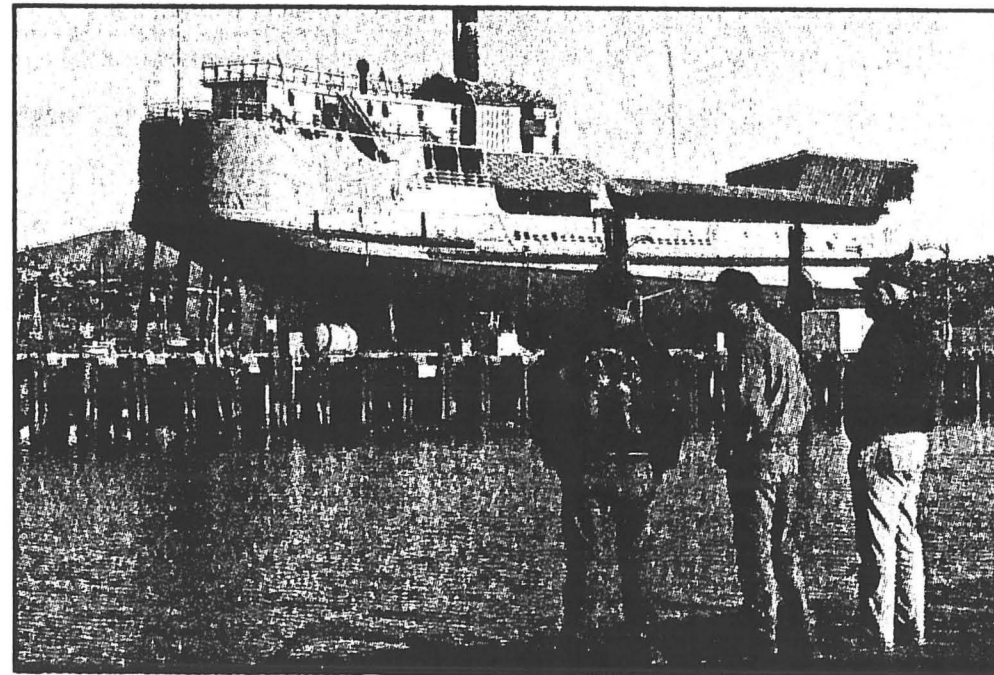
That improves chances a great deal.

Patterson already has scored one major success at saving a historic ship from the scrapheap: He's largely credited with saving the Jeremiah O'Brien.

The O'Brien was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-Boats to keep supplies flowing to Allied forces. The San Francisco-based O'Brien drew headlines in 1994 when it sailed to France for ceremonies marking the 50th anniversary of the Normandy invasion.

"Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

Seed money could come from \$1.5 million the federal government estimated would be needed to dismantle and bury the Wapama. Toxic chemicals used over the years for preservation would mandate burial of the Wapama, the last of about 225 steam schooners built between the 1880s and 1920s for the lumber and passenger trade along the Pacific Coast.



WAPAMA:
The 81-year-old wooden steam schooner sits on a dry dock in Sausalito as men from the Sea K Fish Co. Inc. chat on a dock. The ship is the subject of a preservation campaign now being waged.

IJ photo/Jeff Vendsel

Patterson envisions keeping the ship on land where it would be sheltered by a steel roof.

"It would be a barnlike affair,

something very practical," he said.

From the standpoint of the National Park Service, an \$18 million price tag for restoring the Wapama

is just too high.

The Wapama once floated in the park service's maritime historic
See Wapama, page B2

MARIN IS 11/1/96

Wapama

From page B1

fleet in San Francisco, a flotilla that includes the sailing ship Balclutha and the rail ferry Eureka.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's superintendent. He called \$18 million for one ship "an impossibility."

The ship is now closed down.

Thomas said a contractor must come in to clean up the mess from all the birds roosting there — contractors in contamination suits. The ship was deemed off-limits by a U.S. Army Corps of Engineers safety officer. The ship is a long-term guest at the Corps of Engineer's Bay Model dock in Sausalito.

The people out to save the Wapama say other ships have been saved when it looked impossible to the bureaucrats.

Patterson said the forces that saved the O'Brien didn't start out big. And, he added, nothing like \$18 million would be needed if the ship were preserved ashore.

"The federal government can't afford to save her," he said. "A non-profit foundation could do it."

He can get plenty of volunteers to work on the Wapama, Patterson said. The project has the support of several labor organizations, including the Marine Firemen's Union and the Sailors Union of the Pacific.

Saving the Wapama has also drawn the attention of such preservation luminaries as Edward Zelinsky, vice president of the World Ship Trust, and Jim Delgado, head of the Vancouver Maritime Museum in Vancouver, British Columbia.

Zelinsky shipped out on a steam schooner like the Wapama during World War II. It sailed under the Golden Gate Bridge alone, having lost the rest of the convoy in the fog, to a destination in the Pacific Theater.

Zelinsky is eager to get experienced volunteers aboard the Wapama to spread dry rot retardant.

Zelinsky said not only is this group organizing for the Wapama, but a group in Oregon, where the Wapama was built, is organizing to save the ship as well.

"The Wapama is the only one left of 225 wooden steam schooners," Zelinsky said.

Tomorrow night, the Sausalito City Council is expected to pass a resolution supporting a salvage operation and urging U.S. Sens. Barbara Boxer and Dianne Feinstein and Rep. Lynn Woolsey to dive into the battle to save the old ship.

Delgado knows the Wapama well. He served as maritime historian for the park service from 1987 to 1991.

The Vancouver museum's centerpiece is the St. Roch, a Royal Canadian Mounted Police schooner that became the first ship to sail the Northwest Passage in both directions. The St. Roch is preserved in an A-frame structure that

Council to vote

The Sausalito City Council will vote tomorrow on a resolution to back the Committee to Save the Wapama and seek the help of local representatives in Washington, D.C., to call off the National Park Service's plan to scrap the West Coast's last wooden steam schooner. The council meets at 7:30 p.m. in City Hall, 420 Litho St.

attracts 130,000 people a year.

There are "striking similarities" between the two ships, Delgado said.

Both no longer could be maintained afloat and both had serious dry rot problems.

"The decision was made to place St. Roch ashore, and ultimately inside a shelter, which was the only way to save her," he said.

The job of saving the Wapama may be "insurmountable" for the park service, Delgado said.

"Perhaps, when faced with the alternatives of losing her, then the maritime preservation community, and the local community, can rally to the cause," he said.

The Wapama had a long history on San Francisco Bay and spent its working life along the Pacific Coast.

The ship had accommodations for 45 first-class passengers and between 12 and 22 people in steerage. Her first voyage was as a lumber carrier, in tow to San Francisco in 1915 for engine installation.

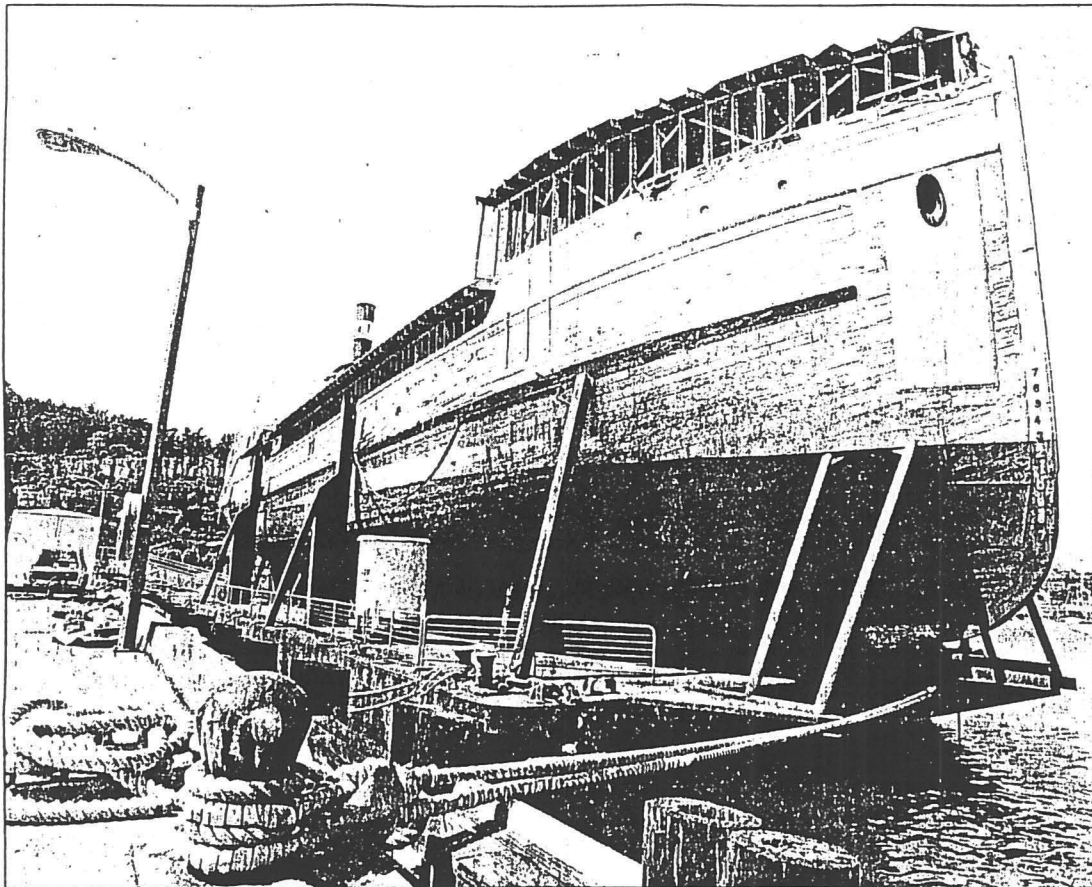
She roved as far south as Guaymas, Mexico, and as far north as Vancouver. In 1919 she carried people and cargo between San Francisco and Portland. In the 1930s her route shifted to a San Francisco-Southern California run.

In 1937 the Wapama was sold to cover a Seattle-to-Alaska run, and renamed the Tongass. The ship was used during World War II under that name.

In 1947 the ship struck a rock while on an Alaskan voyage and was laid up. Sold for scrap in 1949, the Tongass/Wapama wound up in Seattle until sold to California's state park system in the late 1950s for \$16,000 to serve as a floating museum at the San Francisco Maritime State Historical Monument.

Wapama was restored and in 1959 arrived in San Francisco. In 1963 she went on exhibit at the Hyde Street Pier.

Wapama went under federal control in 1977 and by 1980 had to be put on a barge due to advanced deterioration. In 1986 that barge moved to Sausalito's waterfront.



ROBIN WEINER / For The Times

The deteriorating 1915 schooner Wapama in Sausalito will have to be abandoned, maritime park official says.

By MARY CURTIUS
TIMES STAFF WRITER

SAUSALITO—Its massive wooden hull warped and rotting, the 1915 steam schooner Wapama lies in lonely exile here, across the bay from its half a dozen sister ships in the only national floating museum.

The 217-foot-long Wapama was once the centerpiece of the San Francisco Maritime National Historical Park on Fisherman's Wharf. But years of neglect have reduced the Wapama to a battered symbol of all that has gone wrong since the ships came under the purview of the National Park Service.

Charged by Congress in 1977 with caring for the Wapama and its sister ships, which include the three-masted, square-rigged Balclutha, the park service now says the steam schooner is too far gone to save and concedes that it has failed in its mission of preserving the ships.

"We're going to have to abandon her," acknowledged Bill Thomas, superintendent of the maritime park.

The park service is recommending that the Wapama be allowed to disintegrate until it becomes too dangerous for the public to visit, then destroyed.

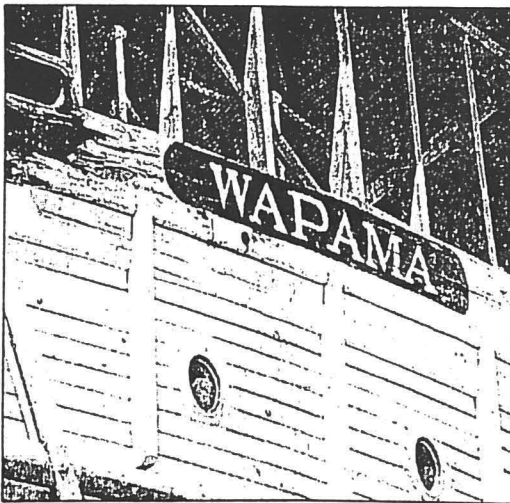
To restore the ship, Thomas said, would cost about \$17 million, "more than the cost of fixing everything else we have." He warns that some of the park's other ships may go the way of the Wapama unless Congress pumps about \$15 million into restoring them in the next five years.

"I think you should save something," Thomas said. "Nowhere else in the world could you find what we have here."

"We're dealing basically in triage at this point," said Jamie White, acting historic ships manager at the maritime park. White, who specializes in rigging the tall-masted ships, said he hates giving up on any of them, even one as far gone as the Wapama. "I like to say that if I had wanted to sink ships,

That Sinking Feeling

Rotting Schooner Symbolizes
San Francisco's Old Ship Collection,
Beset by Lack of Funds and Neglect



National Park Service blames lack of funds for poor condition of Wapama and its half-dozen sister ships.

I would have joined the Navy," he said. "But we have to be practical."

The Wapama, White said, may have to be the ship the park sacrifices in order to save its sisters. Depending on whom you ask, the Wapama and the maritime park are victims of an insensitive Congress, an incompetent park service, or a nation too tightly squeezed for cash these days to care enough about preserving a priceless part of its heritage.

Karl Kortum, the retired sailor and historian credited with being the driving force behind collecting the ships in the 1950s, blames the park service. Bureaucrats and ships, Kortum says bitterly, just don't mix.

Back in the 1970s "we had to turn to the feds, because they were the only source for the big money that had to support the ships if they were to stay alive down the years," Kortum said. "But with the money came the National Park Service."

Kortum has waged war against the park service and Thomas for years, and though the decision to abandon the Wapama sickens him, it is not surprising.

Some argue that saving the ships was the wrongheaded dream of a group of sailors, led by Kortum, whose passion for the vessels outweighed their common sense.

"Ships are funny things. People fall in love with them," said George Flaherty, president of the board of directors of the National Maritime Museum Assn., the nonprofit group that founded the maritime park and continues to raise funds to support the ships.

"I think this idea of collecting the ships came from an emotional attachment to ships that didn't have a spreadsheet involved in it," Flaherty said. "Heck, there are some people who still insist we should be buying more ships."

The park service readily admits that the ships are in bad shape, but says the fault lies with budget constraints, not its

Please see SHIP, A30

SHIP: Historical Schooner Deteriorates

Continued from A3
management.

"Did we fail? Yes," said Denis Galvin, deputy director of the park service in Washington. "Not because of lack of expertise. You can buy expertise. We just don't have the money. Give us the money and we'll keep the ships alive."

Back in 1950, when a group of San Francisco ship lovers founded what began as a city-run maritime museum, spreadsheets didn't count as much. America, just done defeating the Nazis and the Japanese in World War II, was in an expansive mood. By 1959, the maritime association and the state of California had acquired five historic ships and opened them to the public at Hyde Street Pier on Fisherman's Wharf.

For 20 years the maritime museum was run as a state park. But the state found upkeep of the ships too expensive, and in 1977 the museum became part of the Golden Gate National Recreation Area, a vast federal preserve that now includes the Presidio and the Marin County headlands. By then, two more ships had been added to the collection.

In 1988, in another effort to get

more money flowing to the ships, they were broken off from the national recreation area and made a separate national historical park. But the tens of millions of dollars needed to renovate and maintain the huge, aging vessels never materialized.

"Congress seems to feel that California gets too much money," Thomas said. He said the maritime park's position was further weakened in 1994, when the Presidio became a separate national park and started claiming \$25 million a year in park service funds for operating expenses.

Thomas said the top priorities now are saving the C.A. Thayer, a 100-year-old, three-masted schooner suffering from extensive rot, and finishing the restoration of the ferry Eureka, a steam-powered, paddle wheel vessel that is longer than the Wapama.

Although they are in bad shape, the Eureka and the Thayer are still floating, which is more than can be said of the Wapama.

In 1980, the Wapama, the only survivor of a fleet of 225 steam schooners that served California between the 1880s and 1930s, be-

came so unseaworthy that it was hauled out and bolted to a barge at a government pier in Sausalito, across the Golden Gate Bridge from San Francisco.

For years, tourists have been able to view the Wapama once a week, when rangers would open it up to no more than 10 visitors at a time, with no children allowed. But even those limited tours have been discontinued.

Today, the planks of the Wapama's decks are so warped that the park service has stretched unsightly yellow tarps across the stern and bow in an effort to protect the ship from the ravages of rainwater seeping below decks.

The tarps, and strategically placed nets, have been unable to keep thousands of pigeons from infesting the ship. They flap eerily along the tarp-roofed main deck, filling the silence with their coos. The birds have so scarred the ship with their droppings that the park service has been forced to cancel tours of the vessel until it finds a way to get rid of the pigeons and clean up the Wapama.

"Could things have been done better?" Flagherty asks rhetori-

cally, "Undoubtedly. Mistakes were made. This park has always been a kind of an orphan."

Flagherty says the only option now is to save what can be saved.

"We have to concentrate our efforts on the Thayer and the Balclutha and the Eureka," he said. The work of hundreds of volunteers has beautifully restored the scow schooner Alma and the tugboat Hercules, he noted.

If the Wapama is let go and another home can be found for the English steel tug Eppleton Hall, Flagherty said, he believes the park can find a way to preserve its remaining vessels.

"If we are going to be real about having a representative collection of historic vessels in that park, we are going to have to be real about what we can afford," he said.

Fight to save last steam schooner

By JAMES O. CLIFFORD
The Associated Press

SAN FRANCISCO — The last of the sturdy wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground.

That's one of the futures the federal government has outlined for the 81-year-old Wapama, a victim of dry rot and neglect now perched on a barge in Sausalito, just across the Golden Gate.

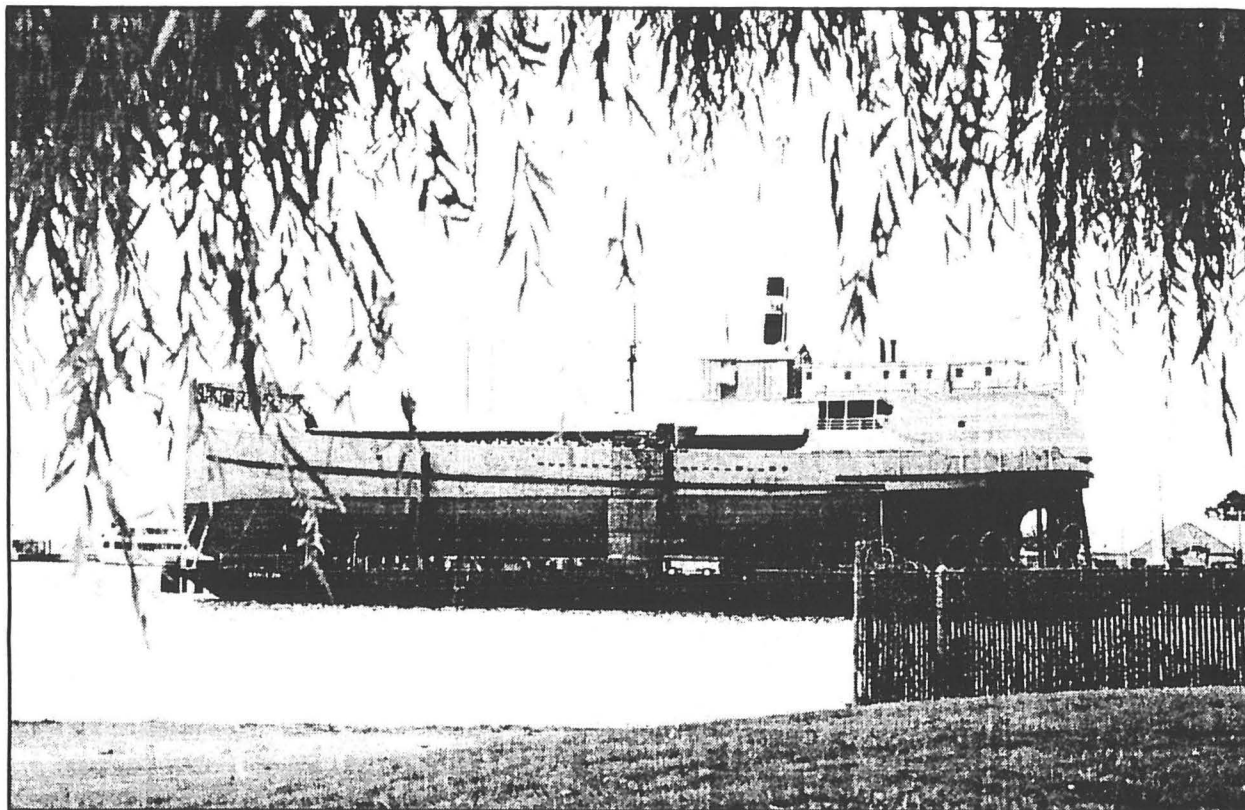
Preservationists are waging a fight not only to save the Wapama from being dismantled and buried, but to keep it for future generations.

The Wapama, now a home for scores of pigeons, is a mess. At first glance the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired merchant marine Rear Adm. Thomas Patterson.

That improves chances a great deal.

Patterson already has scored one major success at saving an historic ship from the scrap heap — he's largely credited with saving the Jeremiah O'Brien.

The O'Brien was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-Boats to keep supplies flowing to Allied forces. The San Francisco-based O'Brien drew headlines in 1994 when it sailed to France for ceremonies marking



The Associated Press

The 81-year-old schooner Wapama sits atop a drydock barge in Sausalito.

the 50th anniversary of the Normandy invasion.

When it comes to the Wapama, Patterson's motto is, "I have not yet begun to fight."

"Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

Seed money could come from \$1.5 million the federal government estimated would be needed to dismantle and bury the Wapama. Toxic chemicals used over the years for preservation would mandate burial of the Wapama, the last of about 225 steam schooners built between the 1880s and 1920s for the lumber and passenger trade along the Pacific Coast.

Patterson envisions keeping the ship on land where it would be sheltered by a steel roof.

"It would be a barn-like affair, something very practical," he said.

From the standpoint of the National Park Service, an \$18 million price tag for restoring the Wapama is just too high.

The Wapama once floated in the park service's maritime historic fleet in San Francisco, a flotilla that includes the sailing ship Balclutha and the rail ferry Eureka.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's superintendent. He called \$18 million for one ship "an impossibility."

Patterson said the forces that saved the O'Brien didn't start out big. And, he added, nothing like \$18 million would be needed if the

ship were preserved ashore.

"The federal government can't afford to save her," he said. "A non-profit foundation could do it."

He can get plenty of volunteers to work on the Wapama, Patterson said. The project has the support of several labor organizations, including the Marine Firemen's Union and the Sailors Union of the Pacific.

Saving the Wapama has also drawn the attention of such preservation luminaries as Edward Zelnitsky, vice president of the World Ship Trust, and Jim Delgado, head of the Vancouver Maritime Museum in Vancouver, British Columbia.

Santa Cruz, CA
(Santa Cruz Co.)
Sentinel
(Cir. D. 27,700
(Cir. S. 30,100)

NOV 16 1996

Allen's P. C. B Est. 1888

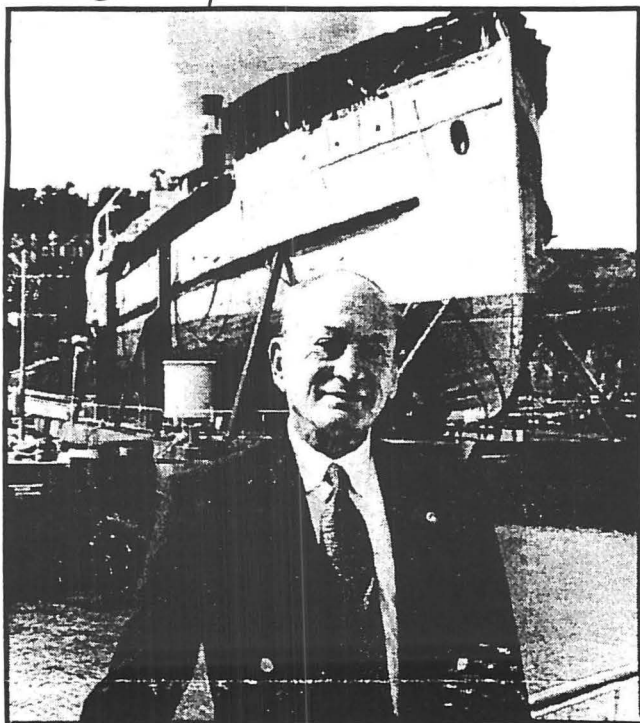
Tiburon, CA
(Marin Co.)
The Ark
(Cir. W. 3,500)

NOV 6 - 1996

Allen's P. C. B Est. 1888

Zelinsky Leads Fight To Save Wapama

C-40



Edward Zelinsky and the Wapama.
Photo: Diane Smith

By DIANE SMITH

Perched high, but not always dry, the 217-foot *Wapama* is a familiar sight to most peninsula residents. For the past ten years, the last surviving wooden vessel built for "outside" (not inland) merchant commerce has occupied a space at the dock in front of the Bay Model in Sausalito. Now its very existence is in jeopardy from the same government agency that is charged with preserving maritime heritage, the National Park Service.

This vessel is the last of some 225 wooden steam schooners, built between the 1880s and 1920, for

carrying lumber and passengers along the Pacific Coast. Its massive framing, longitudinal strengthening and planking are representative of the days when commercial wooden shipbuilding was commonplace around the world.

After striking a rock during a 1947 Alaskan voyage, the *Wapama* was laid up in Seattle for more than a decade until the State of California Division of Beaches and Parks purchased "one used steam schooner" and, after extensive restoration, put it on display at the San Francisco Maritime State Historical Monument.

Normal deterioration began taking its toll after 20 years; the *Wapama* was placed on a barge and a temporary roof was built over her to prevent rot-inducing rainwater from soaking her topsides and she was moved to Alameda where she sat for a few years, and was eventually moved to Sausalito..

This roof and subsequent tarps positioned to protect the wood are now disintegrating. The National Park Service, which now administers the *Wapama*, conducted a feasibility study of the ship in 1987 to stop the rot, and although a borate spray treatment was successful and the ship's active maintenance program had over 300 volunteers, the treatment was canceled in 1988 along with the volunteer program.

Recently the U.S. Park Service announced its intention to scrap the world's only remaining wooden steam schooner. With time a factor, a group of maritime preservation leaders, led by Edward Zelinsky of Belvedere and Rear Admiral Thomas Patterson (Ret.), are challenging the park service's plan. "This ship is salvageable and historically valuable," said Zelinsky. "It is outrageous that the park service has budgeted \$1.5 million to destroy the *Wapama*. The money should be used to save the ship."

Immediate help is needed in letters calling for the ship to be saved, restored and re-opened to the public. For more information or to donate to Save The *Wapama*, call 435-0413.

Historians Seek to Save Schooner Wapama

By Stephen Schwartz
Chronicle Staff Writer

What do you say about a big wooden hunk of West Coast history that's dying?

The artful assemblage of long-length fir in question is the steam schooner Wapama, formerly known as the Tongass, which now sits in massive but decayed glory on a barge in Sausalito.

As property of the San Francisco Maritime National Historical Park, the Wapama was earmarked last June for dismantling by the National Park Service. Dry rot has attacked 80 percent of its structure. As 200 feet of wood, the ship has deteriorated drastically, including a sag in its bow and stern, compared with the center of the vessel.

The cost of rebuilding such a ship — it cannot simply be repaired — is prohibitive, according to the Park Service.

The Park Service's plan offers three alternatives for rehabilitating the maritime park at San Francisco's Aquatic Park and its ships, all of which call for the Wapama to be sacrificed so that the other vessels owned by the facility might be saved.

They include the Balclutha, a favorite of visitors; the lumber schooner C. A. Thayer; the scow schooner Alma; the former Northwestern Pacific rail ferry Eureka; and the former Western Pacific rail tug Hercules.

Steam schooners are a major part of West Coast maritime history. Once common in coastwise shipping, hauling lumber and passengers between California and the Pacific Northwest, some 200 steam schooners were crewed by outstanding sailors and combative union organizers, most of them Scandinavian.

Indeed, the steam schooners were once known as the "Scandinavian Navy."

Now the lumber trade has vanished, the Scandinavians' descendants live in the suburbs, and all that is left to commemorate their contribution to West Coast history is the Wapama.

Bill Thomas, superintendent of the park, stressed that under the plan the Wapama would be maintained as long as possible before dismantling, but said he had no idea how long that might be.

He stressed that rebuilding would cost a minimum of \$18 million, and that the history of fund

raising for the Wapama over the past 20 years has been bleak.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate, and \$18 million for one ship is an impossibility. We are having problems raising money for those vessels that can reasonably be fixed up," he said.

But lovers of West Coast ships have turned out to save the Wapama, as difficult as the task may be.

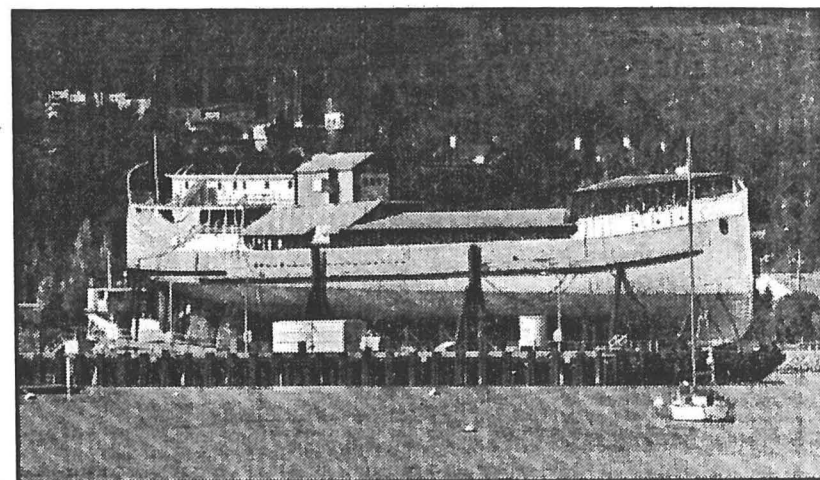
"Contrary to the opinion of the nonexperts in the Park Service, the Wapama is worth restoring," commented Captain Harold Huycke, an experienced seaman and maritime historian. "First would be to cover her with a full tarp to protect her from winter rains. The bureaucrats in the park service don't understand her importance."

Tom Patterson, retired assistant superintendent of the United States Maritime Academy and a leading figure in saving the Jeremiah O'Brien, said a lack of federal funds for the Wapama could be compensated by corporate donations.

"When we rehabilitated the Jeremiah O'Brien we never had a

lot of cash, but we received donations from paint and energy companies," he said, referring to restoration of the liberty ship. Patterson noted that borate needed to arrest dry rot in the Wapama's hull had been provided gratis by U.S. Borax, but that donation ended when the Park Service ceased active work maintaining the Wapama.

But love and dedication have rescued lost causes many times in the region's past. As Patterson said: "It is our responsibility to save historic ships. The Wapama is the last of its kind."



BY VINCE MAGGIORA/THE CHRONICLE

The Park Service says 80 percent of the Wapama is damaged by dry rot and rebuilding the ship would cost at least \$18 million

THE MARIN SIGNAL

VOLUME 5 • NUMBER 2

"THE BEST OF THE BAY"

NOVEMBER 199

Saving the Wapama: Can It Be Done?

THE BAXTERS OF BELVEDERE

A New Column

SIGNALSEZ

- Sausalito: The Age of Reformation
- Art from the Heart
- Glendon the Difficult

CINEPHILE

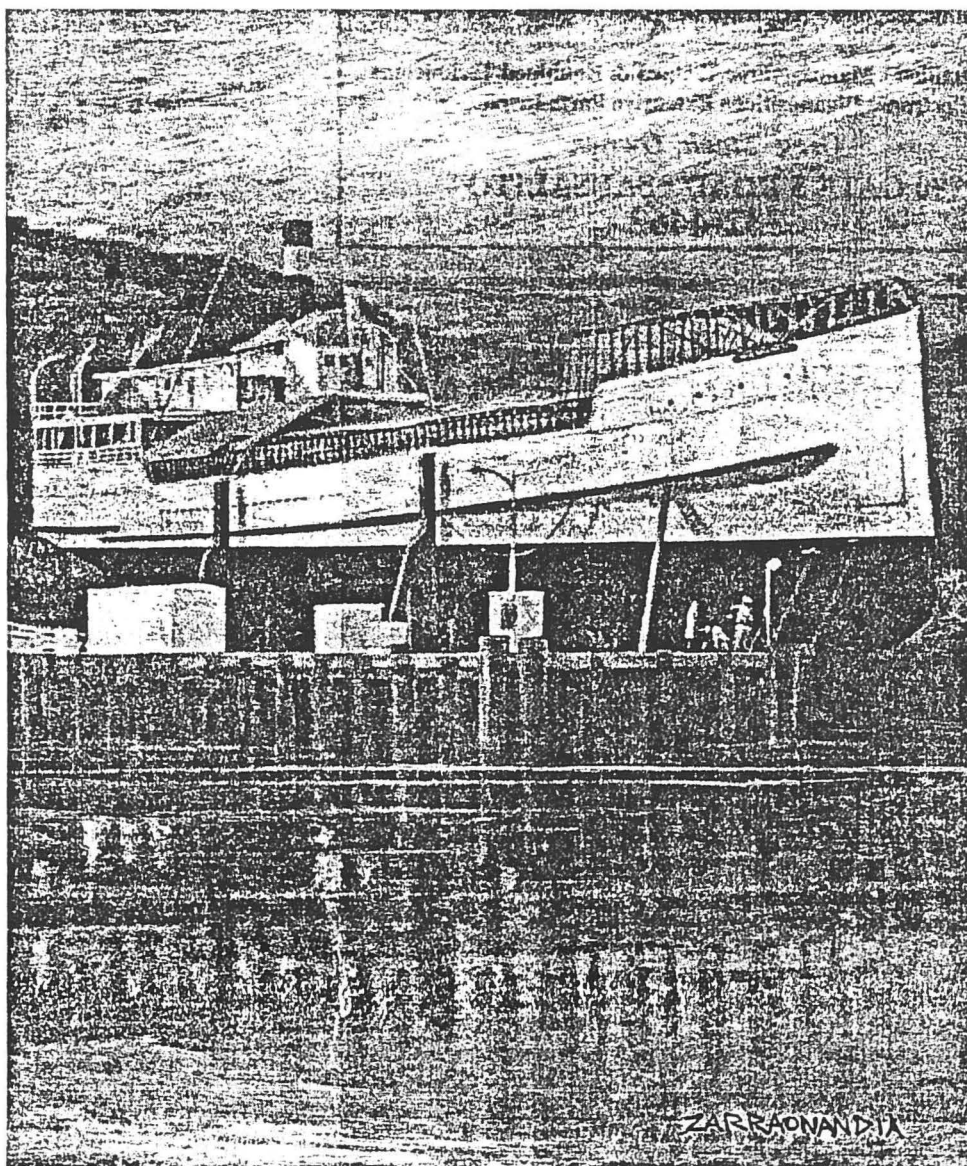
Bigtime Bardarama

HIS & HERS

The Real Rules

STAYING FIT

Stretching: Don't Forget It



UPFRONT
by Martin Brown

SAVING THE WAPAMA:

CAN IT BE DONE?

NOV. 96

The morning we boarded the 72-foot cabin cruiser *Lisa Marie* began with heavy dark clouds hanging over the bay and a light rain falling. As we left the St. Francis Yacht Club for the thirty minute trip to the Bay Model in Sausalito the gray skies began to lift and by the time we pulled silently alongside the massive barge upon which the wounded *Wapama* sits, the sun was out, the skies had turned a bright blue and the mean winds had given way to a gentle breeze.

An unlikely turn of events for a late October day, but sometimes you get lucky.

The *Wapama* is going to need a little bit of its own luck if she, the world's last surviving outside-water wooden steam schooner, is going to make it over that bridge to the 21st century.

Ed Zelinsky—a Belvedere resident, Tiburon businessman and fifth generation San Franciscan—served during World War II on one of the *Wapama*'s many sister ships, the *Esther Johnson*. Aboard the press cruise on the *Lisa Marie*, Zelinsky, who is the co-chair of the Save the *Wapama* Committee, told reporters: "If the *Wapama* is dismantled, what will we show our children and grandchildren when they ask what a working wooden steam schooner was like? Just a picture, that's all; just a picture." Zelinsky has seen so much of the nation's and the world's maritime history destroyed that, over the years, he has become a strong voice in the effort to preserve the few remaining ships that can be passed on to future generations. When he speaks passionately about losing the *Wapama*, his sense of urgency is infectious.

For Sausalitans, the image of the *Wapama* is etched permanently in their minds. Launched on January 20, 1915, the 225 foot ship has sat on a barge at the Bay Model, a federal government installation, since 1988. Over the years, it has become an unquestioned landmark on the Sausalito waterfront.

It is not what one would call a pretty sight. In a certain sense, the *Wapama* fits in well with the randomness of the Sausalito waterfront, a place that, fortunately, has thus far avoided the scrubbed and sterile look of some of California's other affluent bay and seashore communities.

When you look at the *Wapama*—both for what she

was and what she represents—she has two distinctly different personae.

She was originally outfitted with accommodations for 45 first class passengers and 22 passengers in steerage, but passenger service was a side business. Her principal agenda was the delivery of over a million board feet of lumber from the Pacific Northwest. In her 32 years of service, she traveled from Alaska to Mexico, calling at Portland, San Francisco and San Diego among other ports.

Rear Admiral Thomas Patterson, Zelinsky's co-chair for the Save the *Wapama* effort, said, "Over the years she has taken a beating, but she's a strong old ship with a lot going for her."

Patterson knows something about saving old ships. He has won a variety of honors for saving our maritime heritage, but he gained national acclaim for saving the Liberty ship *Jeremiah O'Brien* from the scrap yard, leading the team that triumphantly sailed her back to Normandy for the 50th anniversary of D-Day. In doing so, Patterson and an army of dedicated volunteers took history beyond the textbooks and into the reality of our everyday lives.

Now Patterson, 71, is ready to take on another challenge.

"It is our responsibility to save historical ships," Patterson said, "the *Wapama* is the last of its kind in the world. We will never see, touch, or experience anything like this particular craft again."

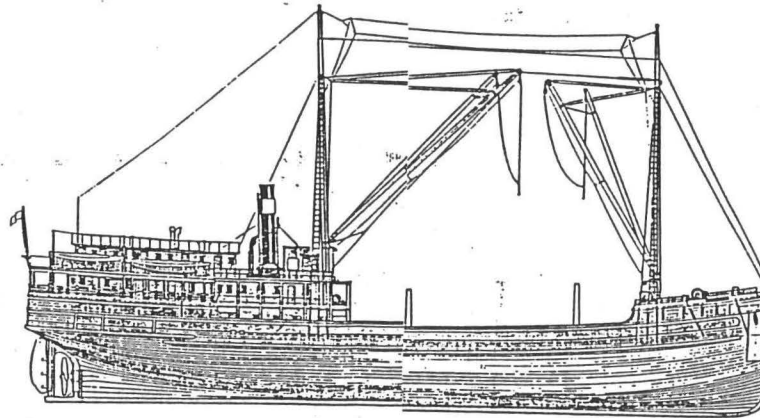
When one considers that 225 steam schooners were built between 1880 and 1920 for trade in lumber and passengers and the *Wapama* alone survives, the urgency that one hears in voices like Zelinsky's and Patterson's hits home. Most were towed and burned so that their remaining iron could be sold for scrap, thus surviving only in photos of the Oakland estuary from the late 1930s.

From the perspective of naval architecture, the *Wapama* is significant as the largest surviving wooden vessel built for "outside"—as distinct from inland—merchant commerce. Only the ferryboat *Eureka*, which was built for inland use and is today docked at the Hyde Street Pier, is larger than the *Wapama* in the category of commercial vessel. Along with hundreds of three- and four-mast schooners, ships like the

Wapama brought the timber that built the cities of the west coast. These vessels preceded the railways and trucking lines, and helped to create the thriving economy of a young California.

The *Wapama*'s massive framing, longitudinal strengthening and planking, are representative of a bygone era of commercial wooden shipbuilding that was once commonplace throughout the world.

In 1937, the *Wapama* was sold for \$12,500 and was overhauled for an additional \$10,000 to serve as passenger transport from Los Angeles to San Francisco. The fare was eight dollars, and dinner and breakfast were included. The ship lost money, however; it was



then purchased for \$30,000 and entered the Seattle-to-Alaska passenger and cargo trade. In 1947, she struck a rock on an Alaskan voyage and two years later was sold for scrap. The *Wapama* being transferred to the Northwest was fortunate. She sat untouched for many years and, while photos of her from the late 1950s show the damage that she suffered through long hard winters of neglect, she was left in a remote enough location that no group got around to the process of actually scraping her.

In 1957, a group of Californians, looking to establish a San Francisco Maritime Historical Monument, found an intriguing offer for "one used steam schooner." Towed back to San Francisco in 1959, the first restoration of the *Wapama* began.

In 1963, the schooner was opened to the public at the Hyde Street Pier. Fourteen years later the control of the *Wapama* was passed to the U.S. Department of the Interior, Golden Gate National Recreation Area, along with the other "State of California historic ships." By 1980, her condition further deteriorating, the *Wapama* was placed on a barge that was first in the Oakland estuary; it was brought to Sausalito in 1986.

"Coming to Sausalito on that barge was a blessing for the *Wapama*," Admiral Patterson says. The ship is sound under that yellow tarp, and being up on the barge has saved her." Patterson also credits the mild Sausalito winters for her relative health.

In spite of this, the Draft General Management Plan prepared for the National Park Service and first presented this past June states, "The steam schooner *Wapama*, a national historic landmark, would not be preserved and would eventually be dismantled. Further into the report the planners state in reviewing the inventory of historic vessels, "replace deteriorated elements and maintain the *Alma*, *Balclutha*, *Eppleton Gall*, *Eureka* and *Hercules*. *Wapama* would be dismantled when she could not be maintained in a safe condition." Later, the report calls for saving the *C.A. Tbayer*.

"It is outrageous that the Park Service has budgeted 1.5 million dollars to destroy the *Wapama*," Zelinsky says. "The money should be used for saving the ship."

What are the chances of saving this part of our nearly vanished maritime history?

"They're good," says John Kortum, the son of Karl Kortum, the founder and principal patron saint of the San Francisco Maritime National Historical Park at San Francisco's Hyde Street Pier. There, visitors tour such historic vessels as the *Tbayer*, *Balclutha* and the ferry *Eureka*, all of which were saved by Kortum and the efforts of his supporters. The older Kortum died just two months ago and John, who makes his living as an attorney in San Francisco, is as determined as his father ever was to preserve our seafaring past.

Kortum speaks with his father's passion about the *Wapama*. "The struggle to save her was his last battle. When I boarded her I could see why. To step aboard the *Wapama* is to travel back to a time that is a key to understanding the events and the commerce that created the cities and communities of the west coast. In her own right, she is a Mount Vernon in the context of the sea. She is the last of hundreds of boats like her, and we cannot allow her to be lost."

At a minimum, said Kortum, considerations need to be made to stabilize and preserve the *Wapama*. "To do this, a roof needs to be built over its hull, and the successful borate treatments need to be resumed to control rot." In the past, this was done by a small army of volunteers.

Kortum firmly believes that the *Wapama* can be put on public display out of the water, either on its barge, or placed on land in a "stabilized and preserved state that would be relatively inexpensive."

While he believes that this would cost more than the \$1.5 million budgeted for her destruction, he adds, "The preservation amount should be less than twice the cost to dismantle her."

Bill Thomas, superintendent for the San Francisco National Maritime Historical Park, is somewhat less optimistic about the schooner's future.

"For the last 20 years, the Parks service has been asking for the funding to stabilize her. If the situation stays the way it is, we have to look at scraping her. But now that the possibility of dismantling the *Wapama* has been raised, a group of citizens may be willing to raise the funds needed to save the ship."

Maintenance and restoration costs for the Park's

existing fleet are staggering. For example, the *Eureka*, which is the world's longest wooden ship still afloat and an important part of the Bay Area's maritime history, has undergone over \$3 million worth of work the past two years. As Thomas explained, "It takes every cent we have right now to salvage the fleet that here."

One source inside the National Parks Service explained that there are over 40 parks in the Pacific West region, and "they are all competing for the same dollar."

"Don't forget," he added, "that twice last year the Congress shut down this and every park facility across America. In that type of contentious environment, you won't find anyone in Washington willing to step up with the two million dollars needed to secure the *Wapama*. Every park director is fighting for their particular project and, believe me, the competition for funding is fierce."

Being out of sight, is the *Wapama* also out of mind? If the \$15 million-plus needed to totally rebuild and refloat the *Wapama* is not going to happen, no one inside the service can give a clear explanation of why an amount of money to stabilize and preserve the *Wapama* that is not much greater than the cost to dismantle the ship cannot be secured.

From the Park's perspective, it is clear that even if the *Wapama* is secured and reopened, she cannot be berthed at the San Francisco facility, which means that funding for ships already docked at the Hyde Street Pier are going to receive greater attention.

Reflecting on the possible loss of the *Wapama*, John Kortum best sums up the feelings of those who passionately believe in her preservation.

"The *Wapama* is a monument to the shipbuilders that built her, the sailors that sailed her, and the passengers that traveled upon her. She is a symbol of our national heritage of maritime commerce. It would be a great wrong to let this part of our history forever pass from our hands."

For now, the wounded ship will continue to sit sadly on the Sausalito waterfront, awaiting her saviors. Whether salvation or salvage is the first to arrive only the future will tell.

San Francisco, CA
(San Francisco Co.)
Examiner
(Cir. D. 158,711)

NOV 19 1996

SAN FRANCISCO EXAMINER

TUESDAY, NOVEMBER 19, 1996

Save 'Old Woodensides'

TOO BAD that Oliver Wendell Holmes isn't around. He could have composed something poetic about the Wapama:

*"Ah, tear her tattered ensign down.
Long has it waved on high. . ."*

Admittedly, this isn't Old Ironsides. It's Old Woodensides, weakened by dry rot and bureaucratic neglect. But the single-ended steam schooner is the last of its species — and a monument to a time when brave sailors knew the meaning of hard work.

They were brave because in the first half of this century, the 951-ton coaster — typical of 225 steam schooners that once sailed from San Francisco to Coos Bay — pounded into the scary dogholes of the fogbound, storm-battered, rock-studded North Coast. As for hard labor, one former sailor recalled the 12-hour days of handling with hand-held hooks the ship's cargo of 1.1 million board feet of rough redwood planks. "Great grub, fine pay, but work to kill you."

The Wapama was also an unrapid transit line for up to 45 passengers headed in

or out of places like Mendocino City. During the Depression, the Wapama switched to a cargo-and-passenger run to San Pedro; during World War II, from Seattle to Southeast Alaska. The ship was rescued from the scrap yard in 1956 and restored as a floating exhibit at the Hyde Street Pier. The Maritime National Historical Park took over in 1977, but the Wapama was soon put into a barge and taken to dry dock in Sausalito for years of indecision by the National Park Service. Its officials now say the ship should be dismantled (at a cost of \$1.5 million) because the Douglas fir of the hull is too badly rotted.

Retired Rear Adm. Thomas Patterson and Tiburon resident Edward Zelinsky want to save Old Woodensides from oblivion. Send donations to P.O. Box 1043, Tiburon 94920. The alternative is to shrug and quote Mr. Holmes, who saved a slightly more famous ship, the USS Constitution:

*"O, better that her shattered hulk
Should slip beneath the wave . . ."*

San Francisco Examiner
 SINCE 1887
 PUBLISHED DAILY
 MONDAY THROUGH SATURDAY
 EXCEPT ON HOLIDAYS

Neglect
 is
 turning a
 once
 proud
 fleet into
 a heap of
 flotsam.



Steve Hyman of the Maritime National Historical Park points out dry rot inside C.A. Thayer, one of The City's antique ships that are deteriorating because of maintenance problems.

Sinking into oblivion

By Gerald D. Adams
 EXAMINER URBAN PLANNING WRITER

She's the pride of San Francisco's rare fleet of antique ships, but dry rot infests the wooden decks of the 110-year-old Balclutha, and yardarms are missing from the foremast of this triple-masted square rigger.

Moored next to the Balclutha at the Hyde Street Pier is the C.A. Thayer, a century-old, three-masted schooner, now so seriously rusted and rotted some fear she may not last into the next century unless rescue work starts soon.

These miseries afflict the largest vessels in the San Francisco Maritime National Historical Park — an attraction visited by more than 300,000 people a year.

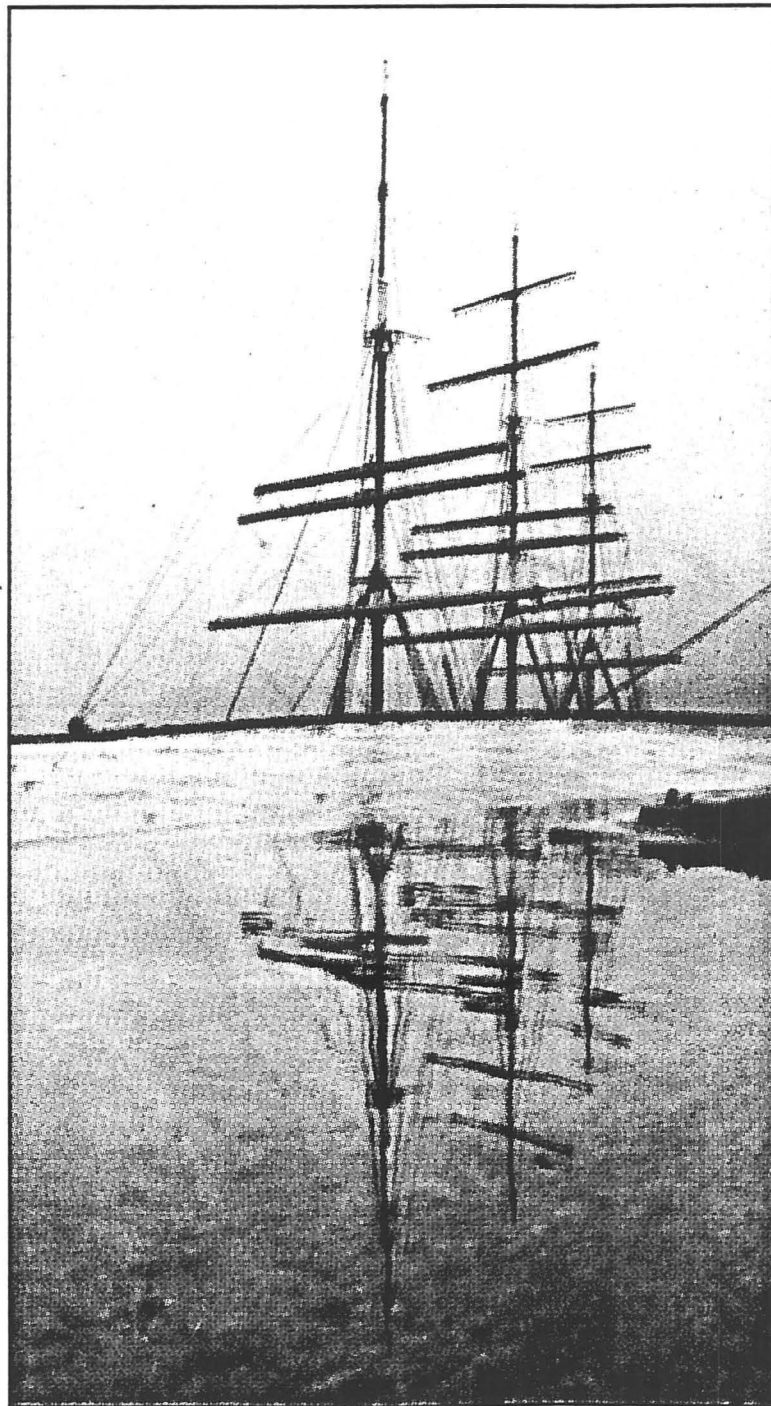
But Congress won't spend the money to return the ships to museum-worthy status, observers say, partly because of infighting that splits the park's staff.

Located just north of the cable car turnaround at the Bay end of Hyde Street, the maritime park contains the nation's largest, most varied collection of historic ships. National Maritime Historical Society President Peter Stanford calls it "one of the three largest and most significant collections in the world."

Today, Stanford, a frequent visitor, says, "the ships are on a slow, downhill slide."

"Turf and personality battles" and "a continuous stream of name calling have discouraged support for the ships," Stanford says.

In addition to the Balclutha and the C.A. Thayer, the ferry-



EXAMINER PHOTOS BY KURT ROGERS

Masts of the deteriorating Balclutha are reflected in water that has pooled on the Eureka's roof due to clogged and neglected drainpipes.

[See OLD SHIPS, A-22]

◆ OLD SHIPS from A-1

Ships' dry rot due to neglect

boat Eureka, the world's largest wooden ship, has gaping holes in her white superstructure and her passenger deck is a mess from uncaulked leaks.

And the 217-foot-long steam schooner Wapama has been neglected for so many years, that she is dry-docked in Sausalito, unfit for display at the Hyde Street Pier.

"Those ships are a priceless national resource that need to be protected," says William Whelan, former superintendent of the Golden Gate National Recreation Area and now a consultant on federal projects. "I think personal differences need to be set aside (so) they can be saved."

The split involves Superintendent William Thomas, 65, a former aide to the late Rep. Phillip Burton, and Steven Hyman, 52, the park's rigger foreman.

When the struggling park was

taken over by the National Park Service in 1989, Thomas became its first superintendent.

At that time, he recalls, its Maritime Museum was closed two days a week, its books were improperly kept, "the ships were falling apart and everything was going to hell."

Since his appointment, about \$8 million worth of improvements have been made to the vessels and to the pier, which under Thomas' direction has been completely rebuilt.

Acknowledging that problems still exist on the larger ships, Thomas sees money as the crucial factor.

"If I had \$15.2 million (the amount which the park's general plan estimates is needed for full restoration of the vessels) over the next five years, we wouldn't be having this conversation," he says.

Nonsense, said Hyman, who has become Thomas' chief adversary within the organization since the death of its founder, Karl Kortum.

"It doesn't have to be that expensive," Hyman says, claiming

many of the ships' afflictions are the result of deferred or improper maintenance. They could be fixed, he says, by more hands-on workers.

Over the years, conflict between Thomas and Hyman — and until his recent death, Kortum — has blown into a typhoon of widely differing philosophies and conclusions.

And it has hurt the park's ability to win money from Congress — despite pressing its case for four years.

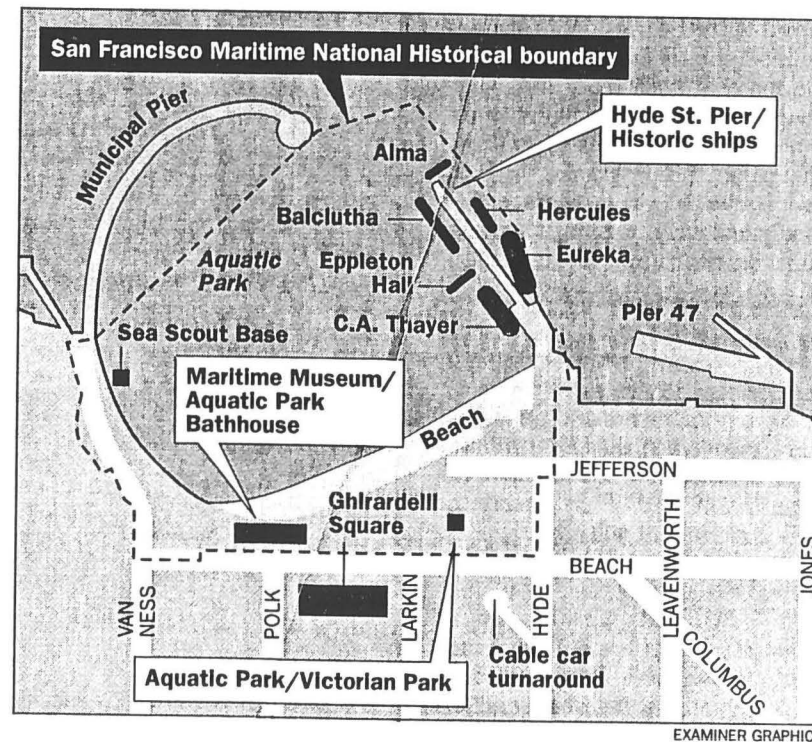
After their conflicts were aired in a 1993 newspaper story that featured the word "mutiny," Thomas recalls congressmen waving copies of the article at a hearing where he was asking for money.

Meanwhile, "The ships are in horrible condition," said a top National Park Service official who asked not to be identified.

One reason, he said, "People in the loop know you have a hornet's nest of disagreement there."

Doing the basics

Hyman's critiques of the park's



administration adhere largely to such basics as repair, replacement, caulking, painting and rust removal aboard ships.

"It doesn't matter how much money we spend restoring. If we don't maintain the ships, they'll be lost," he said.

Hyman claims many repairs have been improperly executed by unqualified people, that priorities are misplaced, and that "no one involved in the management of this museum has any experience in historic maritime preservation."

Hyman has been known as the park's whistle-blower since 1992, when he told Sen. Dianne Feinstein, D-Calif., of threats to the vessels.

Whistle-blowing, protected by a 1989 act of Congress, has nonetheless made Hyman into a pariah.

He has been the target of an official reprimand from Thomas and a five-day suspension — both overturned on appeal. He has also been bypassed several times for a job he covets, that of ships manager.

Regardless, Hyman continues to critique the operation.

For example, he claims Thomas is taking money budgeted for ship preservation and using it for administration.

"If we had all 28 people who are

[See OLD SHIPS, A-23]

◆ OLD SHIPS from A-22

Ships' dry rot due to neglect

being paid to work on ships actually working on them, we could save millions of dollars in future restoration work."

He contends park staff has more than doubled over eight years, that the park's budget has more than doubled in 10 years, "and yet we have fewer people actually working on ships than in 1986."

Mike Bell, park project manager, said the park began operations independent of the GGNRA in 1989 with a budget of \$1.5 million and a ceiling of 48 staff members. As a separate agency today, with a budget of \$5 million, it is allowed 72 staff members.

In response, Thomas says, "I quite agree that we're short of maintenance people, but the whole park service is short of staff."

Hyman, a part-time sculptor who holds a fine arts degree from Mills College, has worked on more than a dozen historical ships around the country. His resumé lists him as a member of the board of advisors of the National Maritime Historical Society, and his sailing experience on old ships includes a stint as second mate aboard a 133-year-old ship, San Diego's Star of India.

To bolster his case for more maintenance workers, Hyman leads a tour of the ships.

Aboard the Balclutha, last of the square riggers that once beat their way around Cape Horn to San Francisco, Hyman pokes his pocket knife gently into a deck plank. The knife penetrates the wood as easily as a table knife slices room-

temperature margarine.

Below deck, a bowed steel plate has lost a row of rivets because of rust caused by leaks. Noting the plate reinforces the Balclutha's hull, Hyman says, "These leaks are tearing the ship apart."

Once the proud flagship of the Sausalito-to-City ferry fleet, the Eureka's outer shell is now marred by patches of unpainted, weather-stained wood.

Although the Eureka recently underwent a \$2 million rehabilitation project, Hyman said fresh water leaks have left some passenger deck seats mottled and warped.

"Those seats were painstakingly restored only recently," he says. "(But) the overhead has been allowed to leak for nearly seven years."

The C.A. Thayer, one of two floating survivors of sailing vessels designed for the West Coast lumber trade, is, according to the park's general management plan, "in an advanced state of structural deterioration."

Hyman was among 11 riggers and deckhands who sent a "confidential" letter in 1992 to Feinstein, charging that Thomas was mismanaging the ships' maintenance to the point of placing the vessels' survival in "grave danger."

In the aftermath, Feinstein demanded an investigation that concluded that, according to an aide, "the institution was sound but there could be improvements in management and communications."

During the investigation, Thomas received a copy of the "confidential" letter.

Subsequently, Hyman was demoted, passed over for promotion; one employee was fired, another denied a promotion and others were refused requests for time off.

Thomas has denied any connection between his "disciplinary" ac-

tion and the Feinstein letter.

Thomas says setting priorities are an administrator's prerogative and sees the growing polarization as a Catch-22 situation.

"Steve will say I didn't promote him because of nasty things I said about him. And he'll have his whistle-blowing defense," Thomas says.

As to Hyman's contributions to maintaining the ships, Thomas says, "I don't know the last time Steve got his hands dirty."

Hyman has written a stack of memos to Thomas, railing against economies in maintenance, the hiring of "unqualified" staff and construction of a little-used \$700,000 shipwright shop.

He gets support from Stanford, who praises Hyman as "absolutely at the top of his profession (though) he has a somewhat abrasive manner."

Stanford, the founder of the South Street Seaport Museum, supports Hyman's views about the importance of ship maintenance over restoration.

"You don't preserve ships by doing these massive restoration jobs. You keep them going by daily routines," Stanford said.

For the Balclutha, at least, Thomas says rescue may be on the way. He disclosed last week that sometime during 1997 she will be dry-docked for hull maintenance, replacement of her deck and repair of the steel foremast.

But as for other work, Holly Bundock, press officer for the National Park Service here, says the ships face competition from a backlog of park service needs totaling 369 projects and \$4.5 billion.

And the ships now must compete with the newly designated national park at the Presidio, which Congress only reluctantly approved.

But, Bundock adds, "Those ships are in better shape today than they were 20 years ago."

MAKING THE PARK SHIP-SHAPE

EXAMINER STAFF REPORT

One of San Francisco's favorite tourist attractions is facing a major renovation — if the National Park Service agrees and finds the \$43.4 million to do it.

The San Francisco Maritime National Historical Park at the Hyde Street Pier is more than its wondrous collection of ships from bygone eras.

Accredited for the first time last week by the American Association of Museums, it also contains a maritime library, exhibitions presenting the history of West Coast steam navigation, a maritime store, Aquatic Park beach, a visitor center and the Haslett Warehouse.

Its ships, which range from those powered by wind to those powered by steam, include the Bal-

clutha, the C.A. Thayer, the ferryboat Eureka, the steam tug Hercules, the paddle tug Eppleton Hall and the scow schooner Alma, all docked at the pier, most of them open to visitors.

Another vessel, the Wapama, is on land near the U.S. Corps of Engineers Bay Model in Sausalito.

Among components of the renovation would be moving the museum from the Moderne-styled Aquatic Park Bathhouse to the brick Haslett Warehouse, just uphill from the Hyde Street Pier. The bathhouse would be converted to a conference and event center.

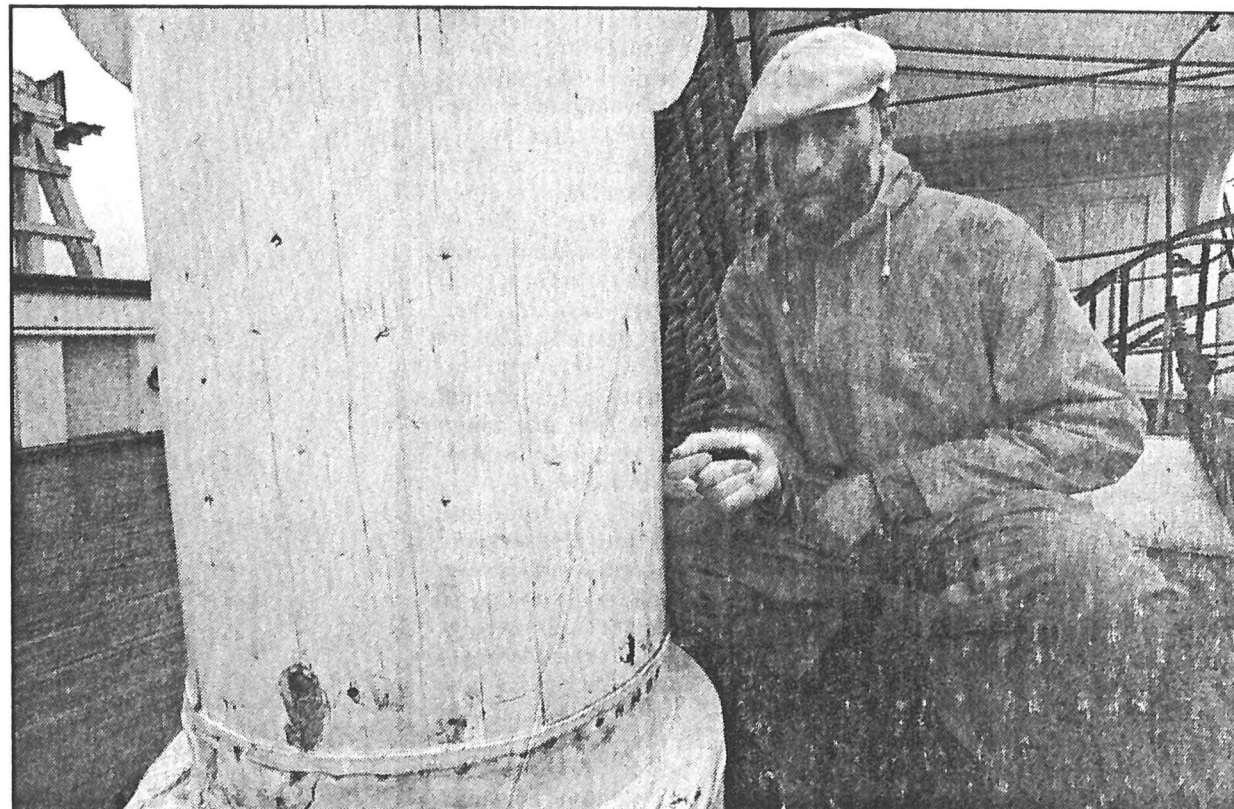
For the warehouse, it means a new lease on life. This seismically challenged white elephant has lain empty for a decade, notwithstanding its prime location opposite the

cable car turnaround and the popular Buena Vista Cafe. The building's rehabilitation cost has been estimated at \$18.6 million. A portion of the same structure would be used for a visitor center, the park's library and its historic documents collection.

To pay for the project, the park service proposes that a private developer take over the Haslett for commercial uses.

Last month, the Maritime Historic Park Commission approved the general management plan and its environmental impact statement. On Nov. 21 the Bay Conservation and Development Commission also agreed to the plan that awaits final approval by the National Park Service.

— Gerald D. Adams



Steve Hyman easily slides a knife into a mast with dry rot.

EXAMINER/KURT ROGERS

Fairfield, CA
(Solano Co.)
Republic
(Cir. D. 19,400)
(Cir. S. 21,500)

NOV 16 1996

Allen's P. C. B Est. 1888

Trying to save a schooner

The Associated Press

SAN FRANCISCO — The last of the sturdy wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground.

That's one of the futures the federal government has outlined for the 81-year-old Wapama, a victim of dry rot and neglect now perched on a barge in Sausalito, just across the Golden Gate.

Preservationists are waging a fight not only to save the Wapama from being dismantled and buried, but to keep it for future generations.

The Wapama, now a home for scores of pigeons, is a mess. At first glance the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired merchant marine Rear Adm. Thomas Patterson.

That improves chances a great deal. Patterson already has scored one major success at saving an historic ship from the scrap heap — he's credited with saving the Jeremiah O'Brien.

The O'Brien was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-Boats to keep sup-

plies flowing to Allied forces. The San Francisco-based O'Brien drew headlines in 1994 when it sailed to France for ceremonies marking the 50th anniversary of the Normandy invasion.

When it comes to the Wapama, Patterson's motto is, "I have not yet begun to fight. Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

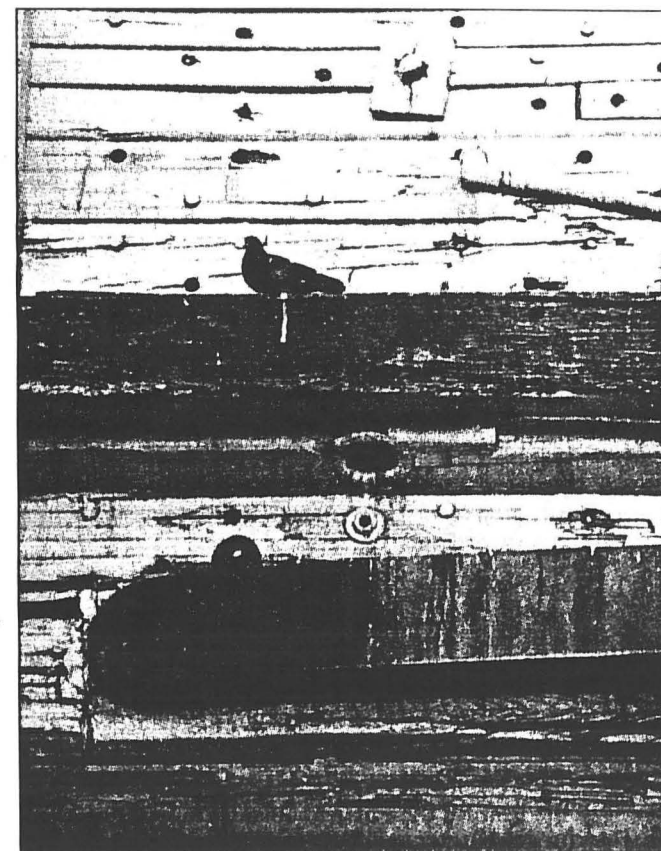
From the standpoint of the National Park Service, though, an \$18 million price tag for restoring the Wapama is just too high.

The Wapama once floated in the park service's maritime historic fleet in San Francisco, a flotilla that includes the sailing ship Balclutha and the rail ferry Eureka.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's superintendent. He called \$18 million for one ship "an impossibility."

Patterson said nothing like \$18 million would be needed if the ship were preserved ashore.

"The federal government can't afford to save her," he said. "A non-profit foundation could do it."



Staying afloat

C-40

Fairfield, CA
(Solano Co.)
Republic
(Cir. D. 19,400)
(Cir. S. 21,500)

NOV 16 1996

Allen's P. C. B Est. 1888



THE ASSOCIATED PRESS PHOTOS

The 81-year-old schooner Wapama sits atop a dry dock in Sausalito. The last of the sturdy wooden steam schooners that used to ferry passengers and cargo up and down the West Coast during the settler days is mostly now a nesting place for pigeons, below.

MARIN SCOPE

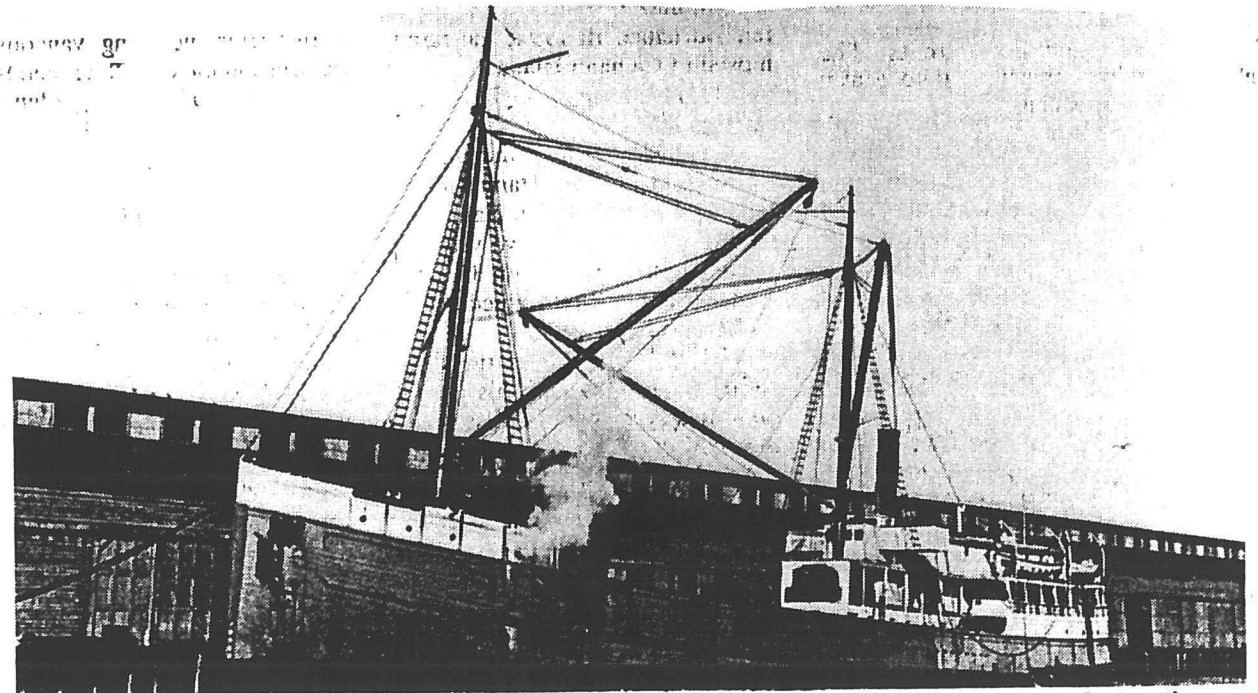
50c

November 19-25, 1996
Volume 26, Number 31
Sausalito, California

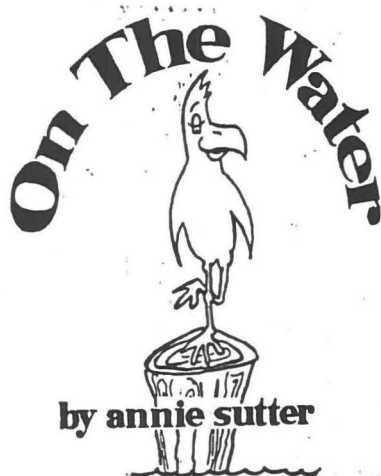
A M A R I N C O M M U N I T Y W E E K L Y

Sausalito, CA
(Marin Co.)
Marin Scope
(Cir. W. 2,000)

NOV 19 1996



The *Wapama* waits on Sausalito's waterfront, an abandoned, beached whale earmarked for destruction.



Save the Wapama

Suddenly at the center of a battle between maritime historians and those who would destroy the last remaining ship of its kind, the *Wapama* waits on Sausalito's waterfront, an abandoned, beached whale earmarked for destruction. Squaring off are the National Park Service, keepers of the historic ships at the San Francisco Maritime National Historical Park, and the newly formed Save The *Wapama* Committee, co-chaired by Rear Admiral Tom Patterson and by Ed Zelinsky. Patterson is the man credited with saving one of the last of the Liberty Ships, the *Jeremiah O'Brien*, and Zelinsky is Vice President of the World Ship Trust in London, Member of the National Maritime Historical Museum in New York, Board Member of the San Francisco National Maritime Museum Association. This isn't his first preservation project — "This is my second attempt to save a ship. The first attempt took me to the Falkland Islands — the greatest ship graveyard in the world — to save the *Vicar of Bray*, a part of our maritime history, the only surviving ship that was in San Francisco in 1849." Zelinsky is a sailor, a writer, a former merchant mariner, and one of the many reasons that one of Tiburon's leading citizens concerns himself with the future of an aging steam schooner is that he sailed in 1943 from Oakland to Australia aboard *Wapama*'s sister steam schooner the *Esther Johnson*.

The *Wapama* is the last of its kind, the only vessel remaining of about 225 steam schooners built between the 1880s and 1920 for lumber and passenger trade along the Pacific Coast. She was built in St. Helens, Oregon in 1915, outfitted with a 825 horsepower triple expansion engine by Main Street Iron Works in San Francisco, and put into trade for the Charles R. McCormick Lumber Company. The *Wapama* could carry over a million board feet of lumber. In 1937 she went into service for the Alaska Transport Company, and, renamed *Tongass*, served the Seattle to Alaska route until being scrapped in 1949. After years of neglect, she became a part of the San Francisco Maritime National Historical Park, and went on display at the Hyde St. Pier in 1963. As deterioration advanced, she was placed on a barge in 1980 — the only reason she is still afloat — and remains on the barge today at the Army Corps of Engineers pier in Sausalito where she was towed in 1986. Despite a small army of enthusiastic volunteers, despite contributions by Borax Company of borate, which proved useful in stopping the spreading rot, the deterioration continued. A bright yellow tarp was built above the vessel to keep rainwater from soaking the topsides, but, in 1988 the National Park Service terminated programs for *Wapama*. Gates were locked to volunteers, birds — pigeons mostly — took over, and their droppings and debris have become another problem to be dealt with if the ship is to survive.

In the draft of the General Management Plan, issued by the National Park Service in June, it is proposed that the *Wapama* be scrapped and available funds be used for the ships at the Hyde Street Pier. Superintendent Thomas says that it would take \$17 million to restore the vessel, "more than the cost of fixing everything else we have."

Only a few months ago the Save the *Wapama* Committee was formed, and a press conference was held aboard the 72' *Lisa Marie* which visited the steam schooner while reporters and interested parties heard proposals for saving the ship. "It is

our responsibility to save historical ships," said Rear Admiral Patterson. The *Wapama* is the last of its kind in the world." Zelinsky added, "I joined the societies to save ships, not to destroy them. It would be slowly taken apart and gone forever... It is outrageous that the Park Service has budgeted 1.5 million to destroy the ship — the money should be used for saving it." When speaking of how the newly formed committee proposes to proceed, Zelinsky said, "I don't want to fight the Park Service. I want to convince them that the money slated for demolition could be used to stabilize the ship. This could've all been prevented — they had Borax to stop the deterioration, the ship had a support group of volunteers." How will the Save the *Wapama* Committee proceed? "We intend to save it from being destroyed by being vocal — letting people know about it, and encouraging people to write to the National Park Service. There was a story about this last week in Sea History Magazine and I received six phone calls today alone in support of our cause," said Zelinsky. "First, we must get permission from the National Park Service to stabilize the ship, get insurance for going aboard, and then get the volunteers back. I encourage anyone interested to write to the Park Service, Superintendent Bill Thomas, Bldg. E, Ft. Mason, San Francisco 94123, with a copy to Ed Zelinsky at P O Box 1043, Tiburon 94920. I am starting a list of volunteers, phone my office at 435-0413. Donations are also needed, and money is being banked now. We have a powerful list of supporters — community civic leaders."

Sausalito's Vice Mayor George Stratigos supports the proposed restoration. "The *Wapama* it is a part of our heritage, an important part of our past. And the proposal to destroy it is a symbol of the decay that is happening on our waterfront." A proposal that the Sausalito City Council issue a proclamation to lend support to the restoration is currently before the Council.

The rallying cry, stated emphatically by Zelinsky — "We have to save the *Wapama*! There are no more...!"

LETTERS TO THE EDITOR

San Francisco, CA
(San Francisco Co.)
Chronicle
(Cir. D. 509,548)
(Cir. Sat. 518,000)

NOV 1 5 1996

Save the Wapama

Editor — There is more to the effort to save the steam schooner Wapama than appeared in your report of October 30. The Wapama's cause is less of a forlorn hope and more a harbinger of new hope than your story suggested — new hope based on new resources and new energies being mustered to the support of this threatened ship.

In fact, there may be reason for new hope for all the beleaguered ships of San Francisco's historic fleet, which the National Park Service has been striving to preserve. At the outset, it's important to recognize that the Wapama is of national as well as regional importance. The Save the Wapama Committee, working under the aegis of the National Maritime Historical Society in New York, is led by the distinguished business leader Edward G. Zelinsky of Tiburon and Rear Admiral Thomas J. Patterson. Admiral Patterson, it will be remembered, led the herculean effort which saved the Liberty ship Jeremiah O'Brien and steamed the ship with a volunteer crew to the D-Day beaches in France where the O'Brien had served 50 years earlier.

Second, we need to recognize the actual condition of the Wapama and the nature of the work required to restore her to her educational mission for people. She is not 80 percent rotten, as stated in the Park Service report, but nearer 80 percent sound timber. Most of her problems can be traced to the ravages of neglect, due largely to her being written off before the battle to save her had begun.

Third, the passive stance of the Park Service in assuming that only government money is available to restore the Wapama is

perhaps understandable, but is mistaken. Private resources, including maritime experience and skills, can and must be brought to bear to keep the Wapama and, indeed, all the ships in the historic fleet. The Save the Wapama Committee expects to bring dollars, experienced ship management, plans, labor and donated materials to the restoration, in addition to funds to supplement the federal dollars that are her due as a national monument.

Let's give the ship and the people who believe in her mission a chance. The Park Service can do this by accepting the help the Wapama Committee offers, the help that not only San Franciscans but others who cherish the maritime seafaring heritage across America stand ready, willing and able to bring to the rescue of this uniquely important American ship.

PETER STANFORD
National Maritime
Historical Society
Peekskill, N.Y.



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Save the *Wapama*; the Last Wooden Steam Schooner

Plans to scrap the 215-foot ship *Wapama*, the world's only remaining wooden steam schooner, are in the making according to a recent study released by the United States Park Service. The steam schooner *Wapama* is the last of about 225 such vessels built between the 1880s and the 1920s for trade in lumber and passengers along the Pacific Coast. It is one of the last examples of large wooden ship-building still in existence in the world.

A group of maritime leaders have formed the "Save the *Wapama*" committee, which includes the SUP, to stop the demolition. Rear Admiral Thomas Patterson (Ret.) said, "It is our responsibility to save historical ships. The *Wapama* is the last of its kind in the world."

The Committee to save the *Wapama* is co-chaired by Admiral Patterson and Edward G. Zelinsky. Zelinsky called the action "outrageous," noting that the Park Service "has budgeted \$1.5 million to destroy the *Wapama*. The money should be used for saving the ship."

The *Wapama* was launched on January 20, 1915, in St. Helens, Oregon. From 1915 to 1930, the *Wapama* plied the coastwise passenger and lumber trade under the ownership of the Charles R. McCormick Lumber Company.

With about two-thirds as deckload, the *Wapama* could carry more than a million board feet of lumber from the Pacific Northwest to San Francisco and ports south. The *Wapama* carried the timber that built the cities of the West Coast.

SAN FRANCISCO, CALIFORNIA

Tuesday, November 26, 1996

PACIFIC SHIPPER

OCTOBER 28, 1996

THE NEWSWEEKLY FOR TRANSPORTATION DECISION MAKERS

Plan to Scrap Steam Schooner Stirs Protest from Preservationists

If plans included in a recent study released by the United States Park Service are implemented, the 215-foot ship Wapama, the world's only remaining wooden steam schooner, will be headed for the scrap yard.

The steam schooner Wapama is the last of about 225 such vessels built between the 1880s and the 1920s for trade in lumber and passengers along the Pacific Coast. It is one of the last examples of large wooden shipbuilding still in existence in the world.

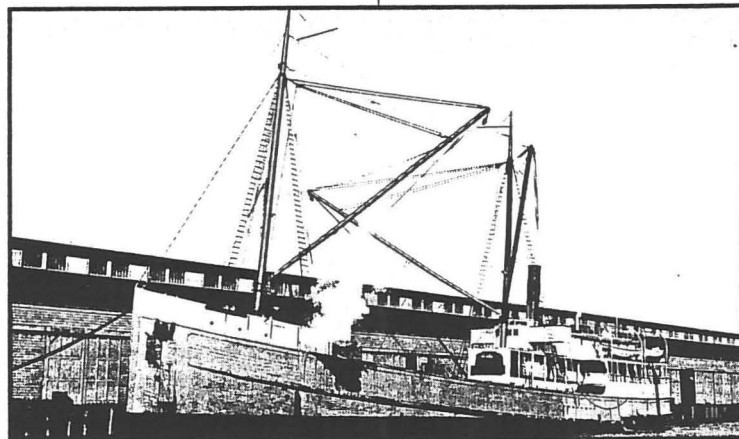
The Wapama was launched on January 20, 1915, in St. Helens, Oregon. Loaded with lumber, it was towed to San Francisco for the installation of an 825-horsepower triple expansion steam engine.

From 1915 to 1930, the Wapama plied the coastwise passenger and lumber trade under the ownership of the Charles R. McCormick Lumber Company. Its primary ports of call were Portland, Astoria, San Francisco, San Pedro, and San

Diego.

With about two-thirds as deckload, the Wapama could carry more than a million board feet of lumber from the Pacific Northwest to San Francisco and ports south. Along

Continued on page 40



38

PACIFIC SHIPPER

OCTOBER 28, 1996

Wapama Faces Scrap Yard

Continued from page 38.

with more than 200 similar steam schooners, and hundreds of two, three, and four-masted sailing schooners, the Wapama carried the timber that built the cities of the West Coast.

Outraged by plans to scrap the vessel, a group of maritime preservation leaders formed the "Save the Wapama" committee to halt the demolition.

Co-chair of Save the Wapama -- and the man credited with saving the ship Jeremiah O'Brien -- Rear Admiral Thomas Patterson (Ret.), said, "It is our responsibility to save historical ships. The Wapama is the last of its kind in the world."

Committee member John Kortum noted that, in 1988, Congress

charged the U.S. Park Service with preserving maritime heritage. "Today, the plan to 'dismantle' one of the most significant artifacts of the nation's maritime heritage, the steam schooner Wapama," he said.

Committee co-chair Edward G. Zelinsky called the action "outrageous," noting that the Park Service "has budgeted \$1.5 million to destroy the Wapama. The money should be used for saving the ship."

The Wapama, in the world's largest collection of historical ships, based in San Francisco, is currently berthed at the Bay Model in Sausalito. The Save the Wapama committee may be reached at (415) 435-0413.

PACIFIC SHIPPER

OCTOBER 28, 1996

San Francisco, CA
(San Francisco Co.)
Examiner
(Cir. D. 158,711)

NOV 14 1996

Allen's P. C. B Est. 1888

Campaign launched to save last schooner

SAN FRANCISCO A retired admiral and a landlord have announced a campaign to save the Wapama, the world's last wooden steam schooner.

The 215-foot vessel is owned by the Maritime National Historical Park. The park's new general management plan includes a proposal to dismantle the ship at a cost of \$1.5 million.

Tiburon landlord Edward Zelinsky declared the proposal "outrageous." He is coordinating the save-the-ship campaign with retired Rear Adm. Thomas Patterson.

National Park Service officials say the Wapama, which rests on a barge at the U.S. Corps of Engineers docks in Sausalito, is too far gone to preserve, let alone float at the park's Hyde Street Pier in San Francisco.

Donations to the cause can be sent to Save the Wapama at P.O. Box 1043, Tiburon, CA 94920, Zelinsky's office.

Compiled from Examiner staff and wire reports

SIGHTINGS

mexlist — cont'd

party free! This year's Mexico Only Crew List Fiesta is scheduled for Wednesday, October 2 at the Encinal YC in Alameda. If your name appears on the October Crew List, you get in free. Everybody else pays \$5. This annual event serves a number of functions — a big fare-thee-well for departing Mexico cruisers, a 'neutral ground' for putting faces to those phone calls for the first time, or, if your 'dance card' has yet to be filled, one last golden opportunity to secure a crew or boat for the trip south.

We hope by now to have inspired you to take part, because we have a little confession to make. We made up all that stuff about the Gettysburg Address and Margaret Mitchell and Orville and Wilbur. It was just that the first time we started writing this, the opener wasn't going anywhere. So we chucked it for the 'second chance' idea and that stuff just flowed out. But like we've always said, why spoil the beauty of a piece of writing with something as petty as accuracy? Besides, if you got this far, it probably worked.

See you in mañana-land.

the grand plan

Three proposed plans for the future development and administration of the San Francisco Maritime National Historical Park were released for public review in August. And if you're a fan of the Park's historic ship fleet, they

contained a whopper. Whichever plan is eventually adopted, the historic steam schooner *Wapama* will literally be history — it would be dismantled.

The lengthy document containing the alternatives, called a Draft General

grand plan — cont'd

It's worth noting that at two public hearings on the Draft Plan in August, a number of people said they would rather not see the *Wapama* broken up. But without a 'pardon' from a wealthy patron willing to foot some hefty restoration bills, the fate of the last surviving steam schooner seems all but sealed.

A limited number of free copies of the Draft Plan are still available for review by calling Park headquarters at (415) 556-1659. You can also check them out at the Park's Maritime Library at Fort Mason Center, as well as at many public libraries. Public comments on the plan may be submitted in writing to: Superintendent, San Francisco Maritime National Historic Park, General Management Plan, Building E, Fort Mason Center, San Francisco, CA 94123. Written comments will be accepted until September 27, 1996. The decision over which plan will finally be adopted will probably be made early next year.

SIGHTINGS



'Wapama's inner beauty (right) belies her worn exterior.'

Management Plan, was prepared by the National Park Service's Denver Service Center with the assistance of local Bay Area consulting firms, technical experts and Park staff. Its purpose is to chart a viable course for the Maritime Park over the next 15 to 20 years. One of the Draft Plan's most notable findings is that the Park has never had adequate resources to maintain its collection of historic ships and buildings.



The eight-ship collection — berthed primarily at Hyde Street Pier — is the largest of its kind in the world and represents one of the most historically significant periods of commercial maritime activity on the Pacific Coast. The Maritime Park also contains an extensive collection of small watercraft, maritime artifacts and historical documents, as well as more than 20,000 marine-related volumes in the J. Porter Shaw Library.

Two of the three alternative plans listed in the Draft Management Plan call for public-private partnerships to help ease the financial burden of the Park. This would include, among other things, turning over the Jeremiah O'Brien to the private, non-profit National Liberty Ship Memorial, which has been responsible for maintaining, preserving and displaying the ship at Pier 32 since 1991.

But the *Wapama*, there's a sorry tale. Acquired by the state of California in 1957 after a hard life plying the Pacific Coast, the 216-ft *Wapama* was even then in an alarming state of decay. Built in 1915 for an intended working life of about 30 years, she was full of rot. After a partial restoration, she was opened to the public at Hyde Street Pier in 1963.

By 1980, she was in such bad condition that she had to be taken out of the water. As much as 30 inches of hog in her keel (hogging is when the more bouyant center of a vessel rises and her bow and stern 'droop') threatened to rip the ship in half otherwise. She spent the next six years in exile on a barge in Alameda. In 1986, she was moved — barge and all — to the Army Corps of Engineers dock in Sausalito, where she remains today, open to very limited tours.

Various preservation schemes, most chronicled in these pages, have been tried over the years. But the simple truth is that *Wapama* is so far gone that — short of Ross Perot or Donald Trump footing the \$11 or \$12 million for a total rebuild — there is no hope that she will ever be restored. (All three plans estimate the cost of restoring all seven of the other ships to total \$15 million.) The estimated cost just to stabilize her is \$2½-3 million. To dismantle, \$1-1½ million. If that eventuality is indeed decided upon, parts of the vessel would be preserved for study and display.

Saving piece of history

^{C-40} Cost may torpedo project to restore last steam schooner

By James O. Clifford

Associated Press

SAN FRANCISCO — The last of the sturdy wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground.

That's one of the futures the federal government has outlined for the 81-year-old Wapama, a victim of dry rot and neglect now perched on a barge in Sausalito, just across the Golden Gate.

Preservationists are waging a fight not only to save the Wapama from being dismantled and buried, but to keep it for future generations.

The Wapama, now a home for scores of pigeons, is a mess. At first glance the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired merchant marine Rear Adm. Thomas Patterson.

That improves chances a great deal.

Patterson already has scored one major success at saving a historic ship from the scrap heap — he's largely credited with saving the Jeremiah O'Brien.

The O'Brien was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-boats to keep supplies flowing to Allied forces. The San Francisco-based O'Brien drew headlines in 1994 when it sailed to France for ceremonies marking the 50th anniversary of the Normandy invasion.

When it comes to the Wapama, Patterson's motto is, "I have not yet begun to fight."

"Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

Seed money could come from \$1.5 million the federal government estimated would be needed to dismantle and bury the Wapama. Toxic chemicals used over the years for preservation would mandate burial of the Wapama, the last of about 225 steam schooners built between the 1880s and 1920s for the lumber and passenger trade along the Pacific coast.

Patterson envisions keeping the ship on land, where it would be sheltered by a steel roof.

"It would be a barn-like affair, something very practical," he said.

From the standpoint of the National Park Service, an \$18 million price tag for restoring the Wapama is just too high.

The Wapama once floated in the park service's maritime historic fleet in San Francisco, a flotilla that includes the sailing ship Balclutha and the rail ferry Eureka.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's superintendent. He called \$18 million for one ship "an impossibility."

Patterson said the forces that saved the O'Brien didn't start out big. And, he

Woodland Hills, CA
(Los Angeles Co.)
Daily News
(Cir. D. 135,010)
(Cir. Sa. 145,767)
(Cir. Su. 122,031)

NOV 17 1995

Allen's P. C. B. Est. 1888

added, nothing like \$18 million would be needed if the ship were preserved ashore.

"The federal government can't afford to save her," he said. "A nonprofit foundation could do it."

He can get plenty of volunteers to work on the Wapama, Patterson said. The project has the support of several labor organizations, including the Marine Firemen's Union and the Sailors Union of the Pacific.

Saving the Wapama has also drawn the attention of such preservation luminaries as Edward Zelinsky, vice president of the World Ship Trust, and Jim Delgado, head of the Vancouver Maritime Museum in Vancouver, British Columbia.

Delgado knows the Wapama well, having served as maritime historian for the park service from 1987-1991.

The Vancouver museum's centerpiece is the St. Roch, a Royal Canadian Mounted Police schooner that became the first ship to sail the Northwest Passage in both directions. The St. Roch is preserved in an A-frame structure that attracts 130,000 people a year.

There are "striking similarities" between the two ships, Delgado said.

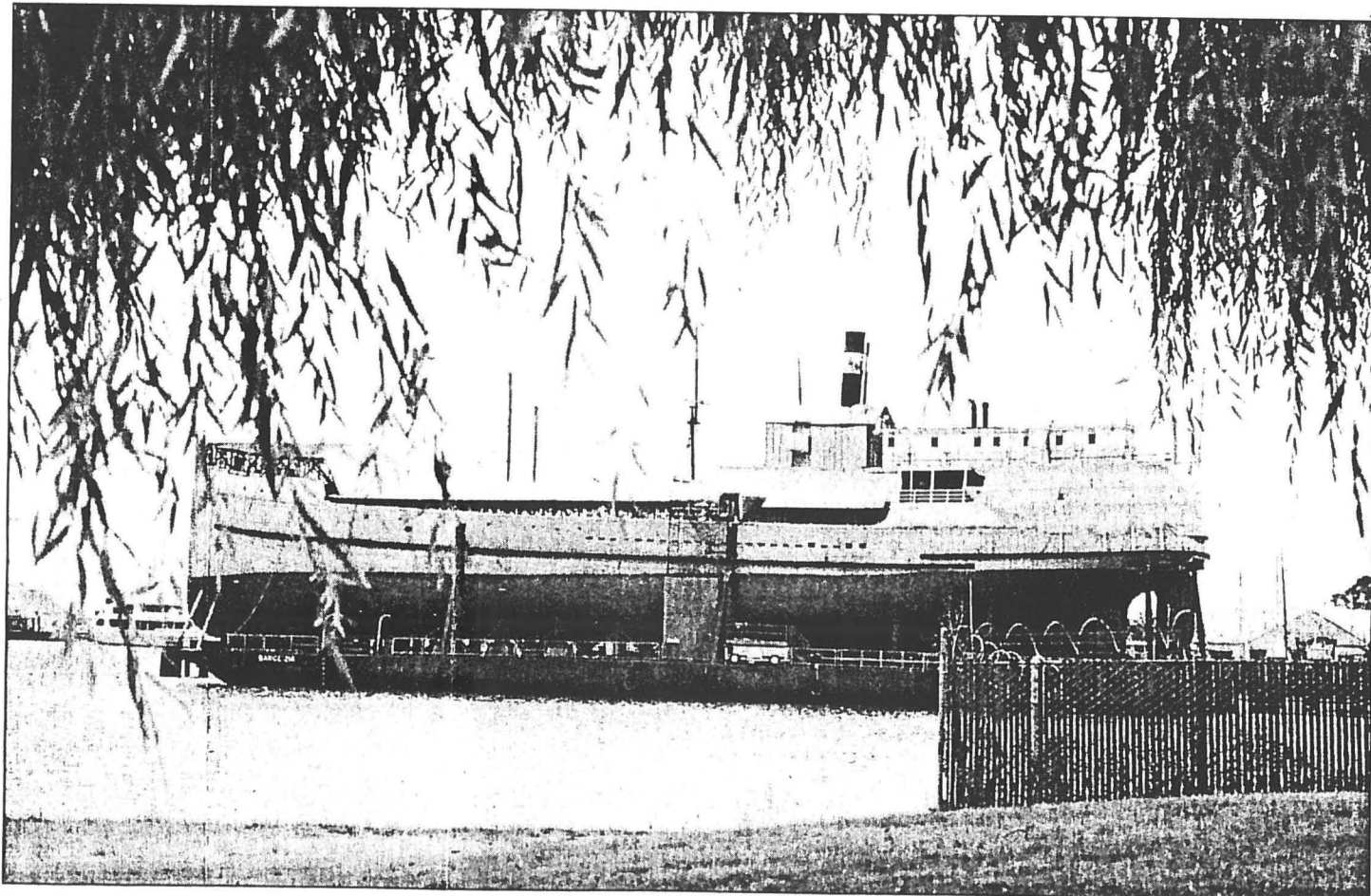
Both no longer could be maintained afloat and both had serious dry rot problems.

"The decision was made to place St. Roch ashore, and ultimately inside a shelter, which was the only way to save her," he said.

The job of saving the Wapama may be "insurmountable" for the park service, Delgado said.

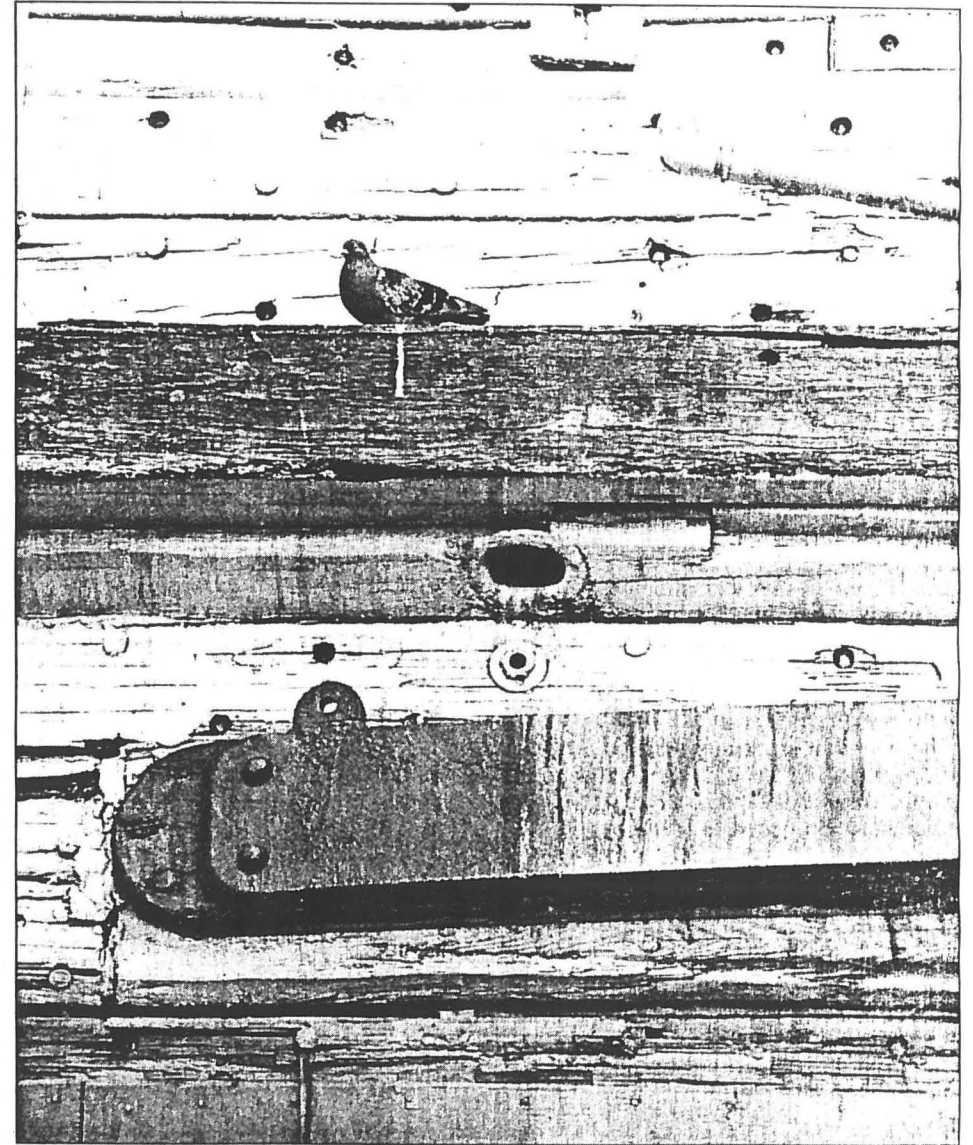
"Perhaps, when faced with the alternatives of losing her, then the maritime preservation community, and the local community, can rally to the cause," he said.

Daily News - Wood Land Hills, Los Angeles CO. 11/17/96



The 81-year-old schooner Wapama, which now sits in a dry dock in Sausalito, is the focus of a preservationist campaign.

Associated Press



Because of toxic chemicals used on the Wapama to combat dry rot, the ship, if a campaign to preserve it fails, must be buried not at sea but in the ground.

Cost may torpedo project to restore last steam schooner

By James O. Clifford
Associated Press

SAN FRANCISCO — The last of the sturdy wooden steam schooners that ferried cargo and passengers to growing cities up and down the West Coast could end its days buried, not at sea, but in a hole in the ground. That's one of the futures the federal government has outlined for the 81-year-old *Wapama*, a victim of dry rot and neglect now perched on a barge in Sausalito, just across the Golden Gate.

something very practical," he said. From the standpoint of the National Park Service, an \$18 million price tag for restoring the *Wapama* is just too high.

The *Wapama* once floated in the park service's maritime historic fleet in San Francisco, a flotilla that includes the sailing ship *Balclutha* and the rail ferry *Eureka*.

"All the rest of the vessels we own would cost about \$16 million altogether to rehabilitate," said Bill Thomas, the maritime park's

superintendent. He called \$18 million for one ship "an impossibility."

Patterson said the forces that saved the *O'Brien* didn't start out big. And, he added, nothing like \$18 million would be needed if the ship were preserved ashore.

"The federal government can't afford to save her," he said. "A nonprofit foundation could do it."

He can get plenty of volunteers to work on the *Wapama*, Patterson said. The project has the support of

several labor organizations, including the Marine Firemen's Union and the Sailors Union of the Pacific.

Saving the *Wapama* has also drawn the attention of such preservation luminaries as Edward Zelinsky, vice president of the World Ship Trust, and Jim Delgado, head of the Vancouver Maritime Museum in Vancouver, British Columbia.

Delgado knows the *Wapama* well, having served as maritime

historian for the park service from 1987-1991.

The Vancouver museum's centerpiece is the *St. Roch*, a Royal Canadian Mounted Police schooner that became the first ship to sail the Northwest Passage in both directions. The *St. Roch* is preserved in an A-frame structure that attracts 130,000 people a year.

There are "striking similarities" between the two ships, Delgado said.

Both no longer could be

maintained afloat and both had serious dry rot problems.

"The decision was made to place *St. Roch* ashore, and ultimately inside a shelter, which was the only way to save her," he said.

The job of saving the *Wapama* may be "insurmountable" for the park service, Delgado said.

"Perhaps, when faced with the alternatives of losing her, then the maritime preservation community, and the local community, can rally to the cause," he said.

Woodland Hills, CA
(Los Angeles Co.)
Daily News
(Cir. D. 135,010)
(Cir. Sa. 145,767)
(Cir. Su. 122,031)

NOV 17 1996

Allen's P. C. B. Ext. 1888

Preservationists are waging a fight not only to save the *Wapama* from being dismantled and buried, but to keep it for future generations.

The *Wapama*, now a home for scores of pigeons, is a mess. At first glance the odds of saving the 215-foot vessel seem slim. The campaign, however, is spearheaded by retired merchant marine Rear Adm. Thomas Patterson.

That improves chances a great deal.

Patterson already has scored one major success at saving a historic ship from the scrap heap — he's largely credited with saving the *Jeremiah O'Brien*.

The *O'Brien* was the last of the nation's seaworthy Liberty ships, the World War II cargo vessels that faced German U-boats to keep supplies flowing to Allied forces. The San Francisco-based *O'Brien* drew headlines in 1994 when it sailed to France for ceremonies marking the 50th anniversary of the Normandy invasion.

When it comes to the *Wapama*, Patterson's motto is, "I have not yet begun to fight."

"Yes, I think it can be saved," he said. "We would need to establish a foundation and use volunteers."

Seed money could come from \$1.5 million the federal government estimated would be needed to dismantle and bury the *Wapama*. Toxic chemicals used over the years for preservation would mandate burial of the *Wapama*, the last of about 225 steam schooners built between the 1880s and 1920s for the lumber and passenger trade along the Pacific coast.

Patterson envisions keeping the ship on land, where it would be sheltered by a steel roof.

"It would be a barn-like affair,

CO-CHAIRS:

EDWARD G. ZELINSKY

REAR ADMIRAL

THOMAS J. PATTERSON,
USMS (RET.)

COMMITTEE:

PATRICK CARR

AMERICAN PRESIDENT LINES

CAPTAIN RAYMOND AKER

JESSIE BRADY

JOHN KORTUM

GUNNAR LUNDEBERG

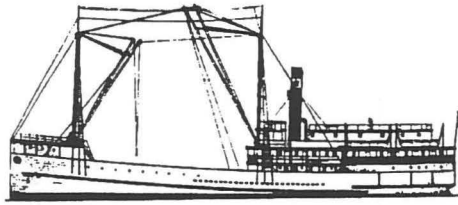
DON MASKELL

CAPTAIN S. JAMES NOLAN

CARL NOLTE

CAPTAIN C.O. OTTERBERG (RET.)

VINCENT VAN RIPER



SAVE THE WAPAMA

WAPAMA TV CLIPS

KGO-TV (CBS) EVENING NEWS

BAY TV

CHANNEL 31 "MARIN REPORTS"

ADVISORS:

PETER STANFORD, PRESIDENT

NATIONAL MARITIME

HISTORICAL SOCIETY

Save the WAPAMA
Letters of Support



BUCKINGHAM PALACE.

7 November 1996

Dear Admiral Patterson,

I was very interested to hear from Peter Stanford about your project to save and restore the steam schooner 'Wapama'. The period which spans the last sailing ships to the first fully mechanised ships is one of the most significant in maritime history. 'Wapama' belongs to that period and I very much hope that your efforts will be successful.

Having undertaken, and successfully concluded, the massive task of restoring 'Jeremiah O'Brien', I have no doubt that you will be equally successful with 'Wapama'.

Yours sincerely
Philip

NATIONAL MARITIME HISTORICAL SOCIETY

5 John Walsh Boulevard, PO Box 68, Peekskill, New York 10566 • Tel: 914 737-7878

September 19, 1996

William Thomas
Superintendent
San Francisco Maritime National Historical Park
National Park Service
Building E. Lower Fort Mason
San Francisco, CA 94123

Re: Request For Extension of Public Comment Period For
General Management Plan

Dear Mr. Thomas:

I am writing on behalf of a number of leaders in the maritime preservation field to request an extension of the public comment period for the draft general management plan for the San Francisco Maritime National Historical Park. As you know, the public comment period is due to expire on September 27, 1996, a short 60 days after the draft plan was open for public comment. We request that this public comment period be extended to January 15, 1997 to permit adequate public participation in the important decisions raised by the plan.

In particular, public participation is vital in the determination of the fate of the Steam Schooner *Wapama*. As you know, the draft general management plan recommends destruction of the *Wapama* even though she is a National Historic Landmark and is listed on the National Register.

A number of leaders in the maritime preservation field met this week to organize a course of action with respect to the draft management plan's recommendation for the *Wapama*. Retired Rear Admiral Thomas Patterson of the National Liberty Ship Memorial, Edward Zelinsky, Vice President of the World Ship Trust, Gunnar Lundeberg, President of the Sailors' Union of the Pacific and a member of the



BRADFORD D. SMITH, TREASURER	WALTER K. BROWN	W. GROVE CONRAD	KARL KORTUM	RICHARDO K. LOPES
GEORGE LOWERY	JEANMARIE MAHER	WARREN MARR, II	BRIAN A. McALLISTER	JAMES J. MOORE
DOUGLAS MUSTER	NANCY POUCH	CRAIG A. C. REYNOLDS	RICHARD W. SCHEUING	MARSHALL STREIBERT
LOUIS A. TRAPP, JR.	DAVID B. VIETOR	RAYMOND E. WALLACE	JEAN WORT	EDWARD G. ZELINSKY
HONORARY TRUSTEES:	JOHN BUNKER	F. BRIDGES DALZELL	JAMES P. FARLEY	ELLEN FLETCHER
HAROLD D. HUYOKE	JAKOB ISBRANDTSEN	GEORGE LAMB	DANIEL MORELAND	RICHARD K. PAGE
JOHN H. REILLY, JR.	LUDWIG K. RUBINSKY	KATE SCHLECH	HOWARD SLOTHNICK	SPENCER SMITH
OVERSEERS COUNCIL:	CHARLES F. ADAMS	WALTER CRONKITE	TOWNSEND HORNOR	JOHN LEHMAN
SCHUYLER M. MEYER, JR.	J. W. MIDDENDORF, II	GRAHAM H. PHILLIPS	JOHN STOBART	WILLIAM G. WINTERER

park's advisory commission and chairman of its Ships Committee and several others, including myself, are preparing plans and recommendations that could save *Wapama* for future generations.

As you can appreciate, preparing a viable plan and presenting it as an alternative takes some time. Indeed, it took the National Park Service approximately six *years* to develop internally the surprising recommendation to dismantle the *Wapama*. Certainly, due process mandates that the public be afforded at least an extension of just four more *months* to provide reasoned alternatives to the draft plan's drastic recommendation.

Put simply, it would be a crime if the *Wapama*, an irreplaceable national historic landmark, were to be destroyed because the authorities in charge of preserving this piece of our national maritime heritage could not wait an extra few months to allow a committee of leaders in the maritime preservation field to present a reasoned alternative to the vessel's destruction.

As it is drawn up, the draft plan passes a judgment of death on the *Wapama*. Our Committee of maritime preservationists is merely asking a temporary reprieve to permit the filing of a proper appeal.

We ask that you respond to our request for an extension by September 24, 1996. Admiral Patterson may be reached at (415) 459-1631 and I may be reached at (415) 955-3133 should you have any questions.

For the Committee,

Very truly yours,

A handwritten signature in black ink, appearing to be 'John L. Kortum', with a long horizontal stroke extending to the right.

John L. Kortum

cc: Roger Kennedy
Stanley Albright
Thomas Mulhern
Michael Morelli
Cherilyn E. Widell
Neil Chaitin
Peter Stanford

✓ PLEASE DELIVER TO:

✓ William Thomas
Superintendent
San Francisco Maritime National
Historical Park
National Park Service
Building E. Lower Fort Mason
San Francisco, CA 94123
Fax: (415) 556-1624

Copies:

Roger Kennedy
Director, National Park Service
P.O. Box 37127
Washington, D.C 20013-7127
Fax: (202) 208-7889
Tel: (202) 208-4621

Stanley Albright
Field Director, National Park Service
Pacific West Field Area
600 Harrison Street, Suite 600
San Francisco, CA 94107
Fax: (415) 744-4050
Tel: (415) 744-3876

Thomas Mulhern
Historic Preservation Officer
National Park Service
600 Harrison Street, Suite 600
San Francisco, CA 94107
Fax: (415) 744-4050

Michael Morelli,
Team Captain, Denver Service Center,
National Park Service
Denver, CO
Fax: (303) 969-2236
Tel: (303) 969-2214

Cherilyn E. Widell
State Historic Preservation Officer
P.O. Box 942896
Sacramento, CA 94296-0001
Facsimile: (916) 653-9824

Neil Chaitin
Chairman of the Advisory Commission
San Francisco Maritime National
Historical Park
General Management Plan
National Park Service
Building E. Lower Fort Mason
San Francisco, CA 94123
C/o fax: (415) 556-1624

Peter Stanford
President
National Maritime Historical Society
5 John Walsh Boulevard
P.O. Box 68
Peekskill, NY 10566
Tel.: (914) 737-788
Fax: (914) 737-7816

Agenda Item #9

November 15, 1996

TO: Commissioners and Alternates

FROM: Will Travis, Executive Director

SUBJECT: Staff Recommendation on Consistency Determination No. CN 4-96;
San Francisco Maritime National Historic Park Draft General Management
Plan/Environmental Impact Statement
(For Commission consideration on November 21, 1996)

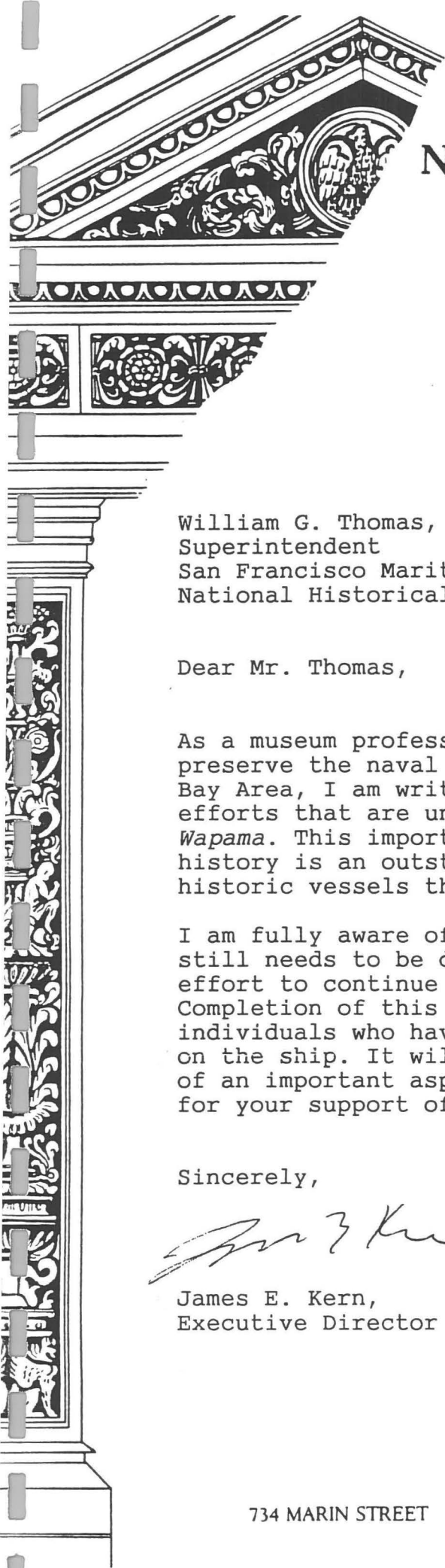
Recommendation Summary

The staff recommends that the Commission approve BCDC Consistency Determination No. CN 4-96 which would achieve the following:

1. The Commission's agreement with the preferred alternative for the Draft General Management Plan would enable the National Park Service to finalize a long term plan for the maintenance and improvement of the San Francisco Maritime National Historic Park at Hyde Street Pier, Victorian Park, the Aquatic Park and Lagoon, Aquatic Park Bathhouse and the Haslett Warehouse, all located along the northern waterfront of the City and County of San Francisco. The plan does not propose any specific projects, but as elements of the plan are specifically designed and proposed, the National Park Service will provide the Commission an opportunity for consistency review prior to their implementation.
2. The preferred alternative for the park management plan provides for the continued preservation and berthing of the historic ships *Alma*, *Balclutha*, *Eureka*, *Hercules*, *C.A. Thayer*, and *Eppleton Hall*. The steam schooner *Wapama*, which is now located on a barge, may eventually be dismantled and parts of the vessel retained for interpretive and research purposes. The Lewis Ark houseboat will be preserved as an exhibit adjacent to the pier.
3. The plan also provides for the rehabilitation of the historic building known as the Haslett Warehouse in order to house park headquarters and to function as a prime exhibit facility. The plan envisions a partnership agreement with a private developer that will be responsible for rehabilitating the building for a combination of Park Service and as yet unspecified commercial lease uses.
4. The Aquatic Park Bathhouse would continue to serve as the Park's primary exhibit facility until space is obtained in the Haslett Warehouse for museum relocation. The Bathhouse will later be made available to the public by allowing the main floor, veranda, west wing and second floor to be opened for general viewing by the public and for receptions, meetings and conferences. In addition, the West Roundhouse will potentially be returned to its historic uses as a snack/concession stand and restrooms.
5. The maritime bookstore now located on Hyde Street would be relocated to the southwest corner of Hyde and Jefferson Streets in Victorian Park as part of a small public plaza designed to integrate Victorian Park with the Hyde Street Pier and Haslett Warehouse. Pedestrian access into the park would be enhanced by restricting vehicular traffic and parking during peak visitation hours on weekends and during the peak visitor season, although this would require additional approvals by the City and County of San Francisco and the Commission.

the existing Sea Scout base. However, as stated in the DGMP, the National Park Service would need to comply with existing standards for water quality under Sections 401 and 404 of the Clean Water Act and would implement measures to prevent impacts on water quality from construction and operation of the base. The Commission finds, therefore, that the DGMP is generally consistent with the Bay Plan policies on water quality, but that individual projects contained within the DGMP will require individual consistency determinations at which time water quality issues will be specifically addressed.

5. **Historic Ships/Wapama.** The Commission's management program for the Bay does not contain any enforceable policies regarding the preservation and renovation of historic ships. The Commission recognizes, however, that the steam schooner *Wapama* is an important historic maritime treasure for the people of the entire region and nation and her dismantling would be a significant loss to the national maritime tradition. Further, if the resources could be found to restore the *Wapama*, her return to the San Francisco Maritime National Historic Park would be invaluable to the Park and the San Francisco waterfront. Therefore, the Commission encourages the National Park Service to explore every last option at its disposal to protect and restore the *Wapama* prior to dismantling as proposed in the DGMP.
- D. **Information Requirements.** As stated previously, the DGMP is a conceptual document intended to provide a generalized plan to guide the future use, maintenance and improvement of the San Francisco Maritime National Historic Park. As such, the Commission finds that there is enough information in the document to conclude that this conceptual plan is generally consistent with its amended management program for San Francisco Bay. However, the Commission does not at present have enough specific information on any individual project or action envisioned in this document to concur with its implementation. Therefore, the Commission also finds that any specific proposal to implement the projects or actions included in this plan, or any other project at the Park, will likely require further consistency review to ascertain whether the proposal is consistent with the Bay Plan, including the policies on public access, recreation, fill, and water quality. Further, as there are a number of potentially conflicting uses in the area, including swimming, rowing, fishing, boating, tourism, other forms of passive and active recreation, museum, parking and transportation, the Commission may be in a position to play an active role in resolving potentially conflicting recreational uses at this very unique stretch of the Bay shoreline.
 - E. **Environmental Impact.** Based on the Draft General Management Plan/Environmental Impact Statement, it does not appear that implementation of the DGMP would have a significant adverse impact on Bay resources or on the environment. However, as stated previously, the potential adverse effect of any particular project cannot be fully assessed without a detailed proposal. Thus, these future projects will likely require further consistency review by or on behalf of the Commission.
 - F. **Coastal Zone Management Act.** The Commission, pursuant to the Coastal Zone Management Act of 1972, as amended (16 USC Section 1451), and the implementing Federal Regulations in 15 CFR Part 930, is required to review federal projects within San Francisco Bay and agree or disagree with the federal agency's determination that the project is consistent with the Commission's Amended Coastal Zone Management Program for San Francisco Bay. This letter constitutes such review and comment on a conceptual basis only.
 - G. **Conclusion.** For all of the above reasons, the Commission finds that the preferred alternative of the Draft General Management Plan for the San Francisco Maritime National Historic Park is generally consistent to the maximum practicable extent with its amended management program for San Francisco Bay.



THE VALLEJO NAVAL AND HISTORICAL MUSEUM



16 November 1996

William G. Thomas,
Superintendent
San Francisco Maritime
National Historical Park

Dear Mr. Thomas,

As a museum professional and historian who has worked to preserve the naval and maritime history of the San Francisco Bay Area, I am writing you to urge your support for the efforts that are underway to preserve the steam schooner *Wapama*. This important relic of Pacific Coast maritime history is an outstanding addition to the other fine historic vessels that have been preserved in this region.

I am fully aware of the tremendous amount of work which still needs to be done on the *Wapama*, but I feel that the effort to continue her preservation should go forward. Completion of this project will be a tribute to the many individuals who have already spent countless hours working on the ship. It will also stand as an educational reminder of an important aspect of our region's history. Thank you for your support of this project.

Sincerely,

James E. Kern,
Executive Director

Michael L. Brughelli

2060 Amanda way Apt.7
Chico, CA. 95928
Fax (916) 342-7157
Home Phone (916) 342-7157
Email mikebrug@cmc.net

November 15, 1996

William G. Thomas
Superintendent
San Francisco Maritime Historical park

Save the Wapama:

Dear Mr. Thomas,

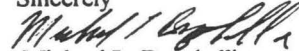
I've just finished reading my copy of the Sea History Magazine, which is published by the National Maritime Historical Society. I am also aware of the condition of the Steam Schooner Wapama. What I don't understand is why was this allowed to happen? This ship was part of a collection of historic ships, that were turned over to the federal government by the State of California. These vessels were to be maintained by the National Park Service as part of the San Francisco Maritime Historical Park. I would say that the park service hasn't done it's job. now...the Wapama, at the recommendation of the National Park Service, is being slated for scrapping. I ask you Mr. Thomas, which ship will you recommend to be scrapped next. I've also read in the article that the ship committee of the historical park advisory commission, and based on there judgement, that the Wapama can be saved.

I believe there is a way of saving the Wapama and it has been mentioned in the article. Put the Wapama on a permanent land berth. It's alot cheaper to maintain, infact I believe that there are other vessels in the park that could also be maintained and saved in this manner. If you look around this nation, there are many parks and museums with old ships that are maintained this way. If in the future, when funds become available and there is a need to place then back in the water.this could be done.

If a campaign could be started to collect donations from the people of San Francisco, State of California, or from around the nation, the Wapama and many others could be saved..

It seams that the people who are running our government think they know everything, and that our maritime heritage can be scrapped or forgotten. This vessel is the last of her kind and should be saved.

Sincerely



Michael L. Brughelli

11/14/96

Dear Mr Thomas.

Save the Wapam

A piece of California History

even if you leave it dry docked as
a display.

It truly is a unique
class of boat, indigenous to California
and a great Looker of a design.

I can't believe it
wouldn't be saved when it looks
so complete.

They could glass the
bottom like they do to antique
speed boats, pretty cheap.

Just Glass it up to
the water line, Toss it back into
the water. Please.

Jim Caviola #4
1008 Ocean Ave
Seal Beach CA 90740

September 26, 1996

Mr. William Thomas, Superintendent
San Francisco National Historic Park
General Management Plan
National Park Service, Bldg. E
Lower Fort Mason
San Francisco, California 94123

Dear Mr. Thomas:

I have recently heard of the most unfortunate decision to scrap the steam lumber schooner WAPAMA. I strongly urge that this decision be reconsidered and reversed, for this vessel is unique and an essential part of this country's maritime history.

I fully understand that she is in an appalling condition but vessels in worse shape than she have been restored for the understanding and appreciation of future generations. Why is it that it is often so easy to save and restore an historic building yet so difficult to restore an historic ship? Frank Carr once described the sailing vessels of the last century as "cathedrals of the sea"; how true it was. Now I realize that a steam lumber schooner is far from being a cathedral of the sea but she is as important to the understanding of her part in maritime history as are many other vessels which have received far more public attention. Yachts, bugeyes, skipjacks, friendship sloops, tugs, ferries, square-rigged clippers and packet ships, schooners, war ships, launches, ~~boats~~ and frigates have been preserved, sometimes with the efforts of a few but usually through the efforts of many. WAPAMA is an important part of the kaleidoscope of American maritime history; without her our historic picture puzzle will be missing an irreplaceable piece.

As far as I am aware, there has been no concentrated public effort to preserve this ship and again I urge you to at least postpone her scrapping until a genuine effort has been made to find the funds to save her.

Very truly yours,



Thomas Hale

(508) 693-1858

George Searle, President
99 Schoolhouse Lane
East Brunswick, NJ 08816-1245
(908) 249-8366
FAX (908) 220-9504

Calvin G. Berry, Treasurer
1946 S.E. 36th Terrace
Cape Coral, FL 33904-6924
(941) 549-9767
FAX (941) 549-1990



NATIONAL HEADQUARTERS

Perry Adams
Executive Vice President
2 Tulip Lane, E.
San Carlos, CA 94070-1551
(415) 592-1651

Thomas R. Fraley
Secretary
P. O. Box 121
Port Monmouth, NJ 07758-0121
(908) 787-6339
FAX (908) 787-6212

Sept. 10, 1996

Mr. William Thomas, Superintendent,
National Park Service, S.F. Maritime
National Historical Park,
Bldg E, Lower Fort Mason, Room #265
San Francisco, California 94123

Dear Superintendent Thomas:

On behalf of the American Merchant Marine Veterans I would like to urge you to support the complete preservation of the Steam Lumber Schooner WAPAMA to be berthed in San Francisco as part of our City and State history. It is important for historical landmarks like the WAPAMA to remain in full splendor for future generations to visit, to admire, and to study the traditions of our early American heritage.

We would like to see the Steam Lumber Schooner WAPAMA completely restored and "berthed on land" in a suitable location near our other historical Maritime treasures. The WAPAMA is a part of our traditional Maritime History and it is an important artifact to be preserved for our future. You have full support of our members as well as other Maritime organizations in this restoration.

We appreciate your support and look forward to the successful completion of this project.

Respectfully yours,

Perry R. Adams
Executive National Vice President

4720 S.E. 15th Avenue • Suite 202 • Cape Coral, Florida 33904-9600
Telephone: (941) 549-1010 • FAX: (941) 549-1990

NATIONAL MARITIME HISTORICAL SOCIETY

5 John Walsh Boulevard, PO Box 68, Peekskill, New York 10566 • Tel: 914 737-7878

27 September 1996

Mr. William G. Thomas
Superintendent
San Francisco National Maritime Historical Park
General Management Plan
National Park Service, Building E
Lower Fort Mason
San Francisco CA 94123

Our Society believes that none of the three plans presented is satisfactory, and that new plans should be developed to encompass the following important purposes which are missing from all versions of the Management Plan as it stands.

1. A plan should be drawn to save the Wapama rather than scrap this historically important ship, which is listed on the National Register of Historic Places.

The Park Advisory Commission is mandated by Act of Congress to advise park staff. The Ship Committee of the Commission has found that the Wapama can be saved and opened to the public, and definitely should be restored to achieve these purposes. A Save Wapama Corporation is now being formed to restore the ship, which they propose to do under contract from the National Park Service. This corporation numbers among its members such eminently qualified ship preservationists as Rear Admiral Thomas J. Patterson, USMS (Ret.), who led the restoration of the Liberty ship Jeremiah O'Brien, Gunnar Lundeborg, president of the Sailors Union of the Pacific, and Edward G. Zelinsky, vice president of the World Ship Trust and vice chairman of the National Maritime Historical Society.

We propose that the Park Service contract with Save Wapama with a payment of say \$500,000 a year for five years—or less than 10 percent of the annual budget of the Maritime Historical Park. We may confidently expect that Save Wapama will at least match these funds with donations of wood, steel, paint and other materials, skilled labor, and above all skilled direction according to a sound plan, which the Park Service has clearly been unable to provide.

Our Society stands ready to answer any questions regarding this proposal and is prepared to document both our affirmative statements regarding the proven ability of Save Wapama to perform this important mission in excellence worthy of the ship as a National Monument, and our finding that the National Park Service is not equipped or prepared to do what is needful.



TRUSTEES & OFFICERS: ALAN G. CHOATE, CHAIRMAN PETER STANFORD, PRESIDENT DONALD B. DEER, SECRETARY
BRADFORD D. SMITH, TREASURER WALTER R. BROWN W. GROVE CONRAD KARL KORTUM RICHARDO R. LOPES
GEORGE LOWERY JEANMARIE MAHER WARREN MARR, II BRIAN A. MCALLISTER JAMES J. MOORE
DOUGLAS MUSTER NANCY POUCH CRAIG A. C. REYNOLDS RICHARD W. SCHEURING MARSHALL STREIBERT
LOUIS A. TRAPP, JR. DAVID B. VICTOR RAYMOND E. WALLACE JEAN WORT EDWARD G. ZELINSKY
HAROLD D. HUYCKE JOHN BUNGER F. BRIGGS DALZELL RICHARD W. SCHEURING RICHARDO R. LOPES
JOHN H. REILLY, JR. JAKOB ISRAHANSEN RAYMOND E. WALLACE RICHARD W. SCHEURING JAMES J. MOORE
OVERSEERS COUNCIL: LUDWIG K. RUBINSKY GEORGE LAND JAMES P. FARLEY JEAN WORT MARSHALL STREIBERT
SCHUYLER M. MEYER KATH SCHMIDT DANIEL MARR EDWARD G. ZELINSKY

2. A revised procedure should be adopted mandating consultation with the Ship Committee of the Advisory Commission on all plans and procedures involving the ships and small craft in the Maritime Historical Park collection.

Every significant historical ship collection in the United States is managed and maintained, and its plans developed, under the direction of a Ship Committee reporting directly to the governing body. In the case of citizen organizations the Board of Trustees is the governing body. In the case of the Maritime Historical Park the National Park Service is the governing body, accountable to the President and the Congress of the United States. The Ship Committee of the Park Advisory Commission should present its plans and findings to the Park Supervisor, and if not satisfied with results should have the power to appeal on up the chain of command to the Western Regional Director, the Director of the National Park Service, etc.

The Park Superintendant should be required to meet with the Ship Committee at least once a month and at call on urgent occasions. Minutes should be kept of these meetings and should be available to public scrutiny, and forwarded as a matter of routine to the Western Regional Manager. Minutes should be approved by the Ship Committee prior to further dissemination.

These time-tested procedural rules, had they been followed in the past, would in our opinion have preserved the ship Wapama from her present deteriorated state and would have avoided the threatening conditions that exist aboard other ships in the fleet.

Following these procedures in the future will sharply improve preservation practices on the ships, will save substantial sums of money and will gain the credibility the Park urgently needs today to attract private contribution and support.

These procedural reforms should be built into the Management Plan to assure potential supporters of the ability of the Park managers to take proper care of their assets and to program them in a manner that involves public participation and maximum educational value.

The poor state of the exhibits on the ship Balclutha, and the closed-to-the-public signs on the ferry Eureka, fresh from a \$2.8 million dollar refit, are examples of eminently curable problems which we believe are bound to destroy donor confidence in the ability of the Park to manage its maritime assets, and are deleterious to the educational mission of the Park.

We are prepared to go into further detail on these matters as required, and also to offer suggestions for substantive change. The basic direction, however, must come from a dedicated, experienced ship committee, which we consider the Advisory Commission already has, but whose findings have been neglected to the

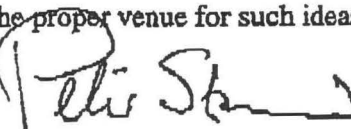
point that one distinguished member of the committee found it necessary to write to the Director of the National Park Service on matters of elementary shipkeeping. Unfortunately that member received no response to this report of his professional judgment on matters actually vital to the survival of the historic ships fleet.

3. The Plan should include more dramatic presentation of the ships, which are the heart of the story the Maritime Historical Park has to tell.

We agree with the focus on the Haslett Warehouse but we consider that much more should be done to make the ships visible and psychologically accessible to the public. We believe that the Wapama might, for example, be hauled out of water at the apron where a marine supply store now stands. This would declare a serious and imposing maritime presence from the word go, awakening tourists and even veteran San Franciscans to the maritime treasures on their city's doorstep.

We believe that when the present ship collection is stabilized, a major civic drive should be undertaken to return the Gold Rush ship Vicar of Bray to San Francisco to become the centerpiece of a renamed Gold Rush Square.

But again, the Park's Ship Committee is the proper venue for such ideas to be developed and funded and put into effect.



PETER STANFORD
President

GERALD H. O'BRIEN
WEDGWOOD APARTMENTS
499 NORTH BROADWAY
WHITE PLAINS, NEW YORK 10603
914/946-8948

September 22, 1996

Mr. William Thomas, Supt.
San Francisco Maritime National Historical Park
General Management Plan
National Park Service
Building E. Lower Fort Mason
San Francisco, CA 94123

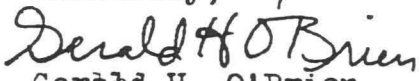
Dear Mr. Thomas:

Save the "WAPAMA" !

She should be put ashore in a key location by the other historic ships in the Maritime Park in San Francisco. She should be fully restored so that present and future generations of Americans, should children and visitors from foreign lands can know the role these ships played in our maritime heritage and the building of the West.

Unless this is done, future generations will wonder what a steam lumber schooner looked like--and we will only be able to show them pictures.

Ever since my Navy duty in WW2, I have loved history; since 1961 I have been sailing Long Island Sound. I urge you to Save the "WAPAMA".

Sincerely,

Gerald H. O'Brien

Sailors' Union



of the Pacific

TELEPHONE (415) 777-3400
CABLE ADDRESS "SAILORS"

FAX (415) 777-5088

BRANCHES PHONE

SEATTLE, 98121 • 2505 FIRST AVE. • (206) 448-0290
WILMINGTON, 90744 • 505 MARINE AVE • (310) 835-6617
NEW ORLEANS, 70130 • 620 JACKSON AVE • (504) 525-7123
HONOLULU, 96813 • 707 ALAKEA ST. • (808) 533-2777

GUNNAR LUNDEBERG • PRESIDENT/SECRETARY-TREASURER

HEADQUARTERS, 450 HARRISON STREET
SAN FRANCISCO, CALIFORNIA 94105

September 20, 1996

Mr. William Thomas
Superintendent
San Francisco Maritime National Historical Park
General Management Plan
National Park Service
Building E. Lower Fort Mason
San Francisco CA 94123

RE: WAPAMA

Dear Superintendent Thomas:

On behalf of the membership of the Sailors' Union of the Pacific and as a member of the Advisory Commission of the San Francisco Maritime National Historical Park, I take strong exception to draft a general management plan for the park that calls for the eventual dismantling of the steam schooner *Wapama*.

Wapama is the last of a fleet of 225 schooners that were in the Coastwise service for many years. She was acquired by the park in 1957 specifically because she was of an original design, distinctly a creation of the west coast. To have her dismantled (which is a euphemism for being scrapped) is an outrage and affront those who have fought to preserve this nation's maritime heritage.

The history of the Sailors' Union of the Pacific is intertwined with that of *Wapama*. Her crews from the SUP and other west coast maritime unions were part of what was known as the "Scandinavian Navy" because of the number of Danes, Norwegians, Swedes and Finns aboard. During her days of active trading under the McCormick house flag, she employed only union labor when many shipowners were actively attempting to break the back of the labor movement. When it determined that *Wapama* should be an integral part of the park, the SUP played a major role in her acquisition. This union and many others in the Bay Area donated their labor to restore her.

All efforts must be made to preserve *Wapama* for current and future generations. To dismantle this national treasure is unconscionable.

We urge you and the National Park Service to reverse this recommendation.

Sincerely,

GUNNAR LUNDEBERG
President/Secretary-Treasurer

ope-3-afl-cio (146)
c: Mr. Neil Chaitin, Chairman of the Advisory Commission



Central Labor Council of Alameda County

AFL-CIO

7992 CAPWELL DRIVE

OAKLAND, CALIFORNIA 94621

Telephone (510) 632-4242

RICHARD K. GROULX,
Executive Secretary-Treasurer
Emeritus

September 24, 1996

JUDITH M. GOFF,
President

OWEN A. MARRON,
Executive Secretary-Treasurer

William Thomas, Superintendent
San Francisco Maritime National Historical Park
General Management Plan
National Park Service
Building E Lower Fort Mason
San Francisco, CA 94123

Dear Superintendent Thomas:

On behalf of the 136 local affiliated unions of the Central Labor Council of Alameda County and their over 68,000 members I want to protest the Maritime National Historical Park's plan to dismantle the steam schooner, Wapama.

Destroying a part of our national history is not in the best interest of the Federal Park System or the citizens it serves. The Wapama, is the last of her kind in existence, and to scrap her would be a crime against history.

The Wapama was crewed by Union sailors, and is a part of our own labor history in the Bay Area. The Labor Movement was very involved in restoring this ship, and we would take it as an affront to Labor if the Park Service should scrap her.

I urge you and the National Park System to reverse the recommendation contained in the general management plan.

Sincerely,

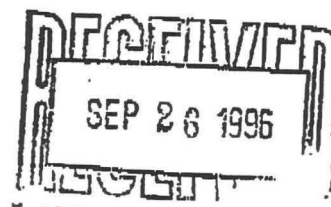
Owen A. Marron
Owen A. Marron

Executive Secretary Treasurer

OAM:pd

opehu29/afl-cio/wapama

cc: John Garamendi, Deputy Secretary, Dept. Of Interior
Congressmember Nancy Pelosi
Congressmember Ronald Dellums
Gunnar Lundeburg, Pres./Secty Treas., Sailors Union of the Pacific
Maritime Trades Port Council
Neil Chaitin, Chair of the Advisory Commission



AFL/CIO CAL. LABOR

ID:415-392-8505

SEP 25 '96

17:04 NO. 011 P. 02



CALIFORNIA LABOR FEDERATION, AFL-CIO

417 MONTGOMERY STREET, SUITE 300

SAN FRANCISCO, CA 94104

TELEPHONE: (415) 986-3685

FAX NUMBER: (415) 392-8606

JOHN F. HENNINGExecutive
Secretary-Treasurer

September 25, 1996

ALBIN J. GRUHN

President

Mr. William Thomas, Superintendent
San Francisco Maritime National Historical Park
General Management Plan
National Park Service
Building E. Lower Fort Mason
San Francisco, CA 94123

VICE PRESIDENTS

Geographical

District No. 1

Richard Robbins

District No. 2

William Waggoner

District No. 3

Miguel Contreras

Kendall Orzelle

Jerry P. Cronin

Dallas Jones

Steven T. Nutter

John L. Smith

District No. 4

Armando Vergara

District No. 5

Leo Valenzuela

District No. 6

Don Hummucker

District No. 7

Billy Joe Douglas

District No. 8

Val Connolly

District No. 9

E. Dennis Hughes

District No. 10

Gunnar Lundeborg

Sherri Chlessa

Michael Day

T.J. Stapleton

District No. 11

Owen Marron

Barry Luboviski

District No. 12

Jack McNally

District No. 13

Lorena Mahoney

District No. 14

Jack L. Lovell

VICE PRESIDENTS

At Large

Mary Bergen

Wayne A. Clary

Steve Edney

Jim R. Green

Ted Hansen

Ophelia A. McPadden

Lee Pearson

Edward C. Powell

Mike Quevedo, Jr.

Michael Riley

Yolanda Solari

Paul Veracalli

Janice Wood

RE: WAPAMA

Dear Superintendent Thomas:

On behalf of the California Labor Federation, AFL-CIO, I take strong exception to draft a general management plan for the park that calls for the eventual dismantling of the steam schooner Wapama.

Wapama is the last of a fleet of 225 schooners that were in the Coastwise service for many years. She was acquired by the park in 1957 specifically because she was of an original design, distinctly a creation of the west coast. To have her dismantled (which is a euphemism for being scrapped) is an outrage and affront to those who have fought to preserve this nation's maritime heritage.

All efforts must be made to preserve Wapama for current and future generations. To dismantle this national treasure is unconscionable.

We urge you and the National Park Service to reverse this recommendation.

Sincerely,

Art Pulaski

Executive Secretary-Treasurer

AP:bu

ope-3-afl-cio(31)

WAPAMA

cc: Neil Chaitin, Chairman of the Advisory Commission
Gunnar Lundeborg



International Organization of
Masters, Mates & Pilots

533 N. Marine Avenue, Wilmington, CA 90744
Telephone: (310) 834-7201 / Fax: (310) 834-6867

PAUL H. NIELSEN
Vice President, Pacific

Mr. William Thomas, Superintendent
San Francisco Maritime National Park
General Management Plan, National Park Service
Building E. Lower Fort Mason
San Francisco, CA 94123

23rd Sept. 1996.

Dear Mr. Thomas

RE: WAPAMA

On behalf of more than 6000 members of the International Organization Masters Mates & Pilots who I represent as Vice-President of the Pacific Ports, your plan to scrap the WAPAMA is an affront to all SEAFARERS, past, present and those who should come after us.

I am sure that it took a lot of planning, permissions, decisions and input from all sectors to build this memorial, including our now deceased seafaring brothers and sisters who served on this vessel. Since this memorial was established precisely to preserve some of our nation's maritime heritage, why are we now destroying it? The physical destruction of the WAPAMA represents the destruction of some part of our heritage. To a big number of our seafarers, this is a reminder of how union labor has supported and made our lives better, while some other shipowners were only interested in making a profit irregardless of how the people who ran their ships, delivered their cargo, help make them that profit, and the concern of the shipowners ended there.

This memorial represents the different contributions the immigrants from the Scandinavian countries made to the maritime history of the United States West Coast. Standing behind me in this ridiculous recommendation are not just the seafarers, but included also are citizens of the townports where these vessels called, who in one way or another were part of the way of life of these ships.

We must make all necessary efforts to preserve this memorial for future generations. We build national treasures, not destroy them. We ask that the National Park Service and yourself overturn the recommendation to dismantle the WAPAMA and instead preserve her.

Sincerely,

CAPTAIN PAUL H. NIELSEN
Vice-President, Pacific Ports

cc: Capt. T.A. Brown,
President, Int'l. Org. of Masters Mates & Pilots

Marine Firemen's Union

AFFILIATED WITH THE SEAFARERS INTERNATIONAL UNION OF N. A.
AFL-CIO

BRANCHES

Seattle, Washington
Wilmington, California
Honolulu, Hawaii

240 Second Street
San Francisco, California 94105
(415) 362-4592
Dispatcher: (415) 362-7593

14-00000-42

September 23, 1996

Mr. William Thomas, Superintendent
San Francisco Maritime National Historic Park
General Management Plan
National Park Service
Building E, Lower Fort Mason
San Francisco, CA 94123

Dear Superintendent Thomas:

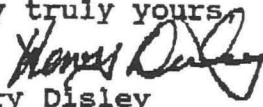
RE: S/S WAPAMA

It has been brought to my attention the National Park Service has recently recommended the steam schooner WAPAMA berthed at the San Francisco Maritime National Historic Park be "dismantled." "Dismantled" seems a little less harsh than "scrapped" or "scuttled." However the method, it will be a sad day in this country's maritime and labor heritage.

I personally remember the hundreds of steam schooners that were in the coastwise service for many years and employed probably the best seamen ever organized on the West Coast by the Sailors' Union of the Pacific, the Pacific Coast Marine Firemen's Union and the former Marine Cooks and Stewards Union. When it was determined the WAPAMA should be an integral part of the San Francisco Maritime National Historic Park, the Marine Firemen's Union supported its acquisition and many of our old-time members donated their labor to restore her.

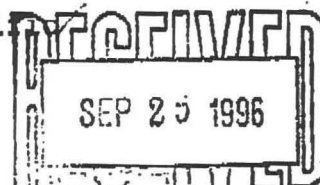
The demise of this national treasure would be unconscionable. On behalf of the membership of the Marine Firemen's Union, we urge you and the Park Service to reconsider your recommendation.

Very truly yours,


Henry Disley
President/Secretary-Treasurer

HD:sds

cc: Neil Chaitin, Chairman, Advisory Commission
Gunnar Lundeborg, Sailors' Union of the Pacific
ope-3-afl-cio (76)



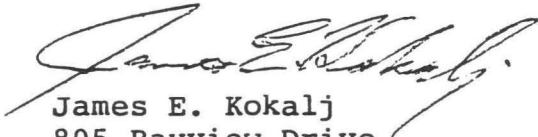
November 19, 1996

William G. Thomas
Superintendent
San Francisco Maritime National Historical Park

Recently, I have been deeply saddened by the news of your plans to dispose of the steam schooner Wapama. When the vessel was out of sight during my last visit to San Francisco, I assumed that she had been hauled out for restoration, and so I was looking forward to visiting her someday for a close look at this vessel, the last remaining of its type.

It is my understanding that the Wapama is one of seven vessels specifically named in the federal law that made possible the establishment of the park which you now administrate. Therefore, I cannot possibly conceive how you can circumvent a legal responsibility for the restoration and preservation of this shrine of Pacific maritime commerce that has been placed in your trust.

All of us shiplovers will be anxiously watching the turn of events regarding the Wapama.



James E. Kokalj
805 Bayview Drive
Hermosa Beach
CA 90254-4147
Member of:
United States Naval Institute
National Maritime Historical Society
International Naval Research Organization
Southern California Historical Aviation Foundation

11/22

Dear Mr. Thomas,

I am writing, in support of saving the Wapama. As a lover of boats, and a member of a younger generation, I feel that the preservation of vessels and their availability to the public are very important in teaching of our maritime history. For many people, vessels such as the Wapama are the only exposure to our national maritime past. Preserving the Wapama is necessary in teaching about the transition from sail to steam, as well as showing the role which sailors and the maritime community played in this country's growth.

My own encounters with the maritime community started one year ago, through the Sea Education Association, in Woods Hole, MA. Through their teachings, and visits to historic museums, such as Mystic Seaport, I have learned the importance of historical preservation, and its impact on public learning.

Sincerely,
Stephan E. Tomasetti

STEPHAN E. TOMASETTI

Class of 1997, University of Texas

1720 S. LAKESHORE BLVD. #256

AUSTIN, TX 78741

Sent to arrive by 9/27



South Street Seaport Museum

207 Front Street
New York, New York 10038

Telephone:
212 748-8600
Telecopier:
212 748-8610

25 September 1996

Mr. William Thomas, Superintendent
San Francisco Maritime National Historical Park
Building E Lower Fort Mason,
San Francisco, California 94123

Dear Mr. Thomas,

It is very disturbing to hear that the National Park Service is considering destroying the steam schooner WAPAMA.

I first visited this ship in the 1960s, when she was fully restored and open to the public at the Hyde Street Pier. I was on board the last time where she is currently stored on the barge in Sausalito.

It was the experience of wandering through the WAPAMA, fitted out to the smallest detail as she would have looked when in active service, that most influenced my decision to eventually pursue a career in maritime preservation. To me she was the exhibit that best demonstrated how an actual vessel could be used to bring an understanding of the past that is far more vivid and real than anything available in photographs, models, or text.

I recall being able to look into the captain's office and see his night order book open on the desk, the writing of orders for that evening unfinished as though the captain was still on board, having put down his pen for a moment to step out and check on something. I remember standing in one of the two small foc'sles right up in the bow, as it brought back to me my father's description of a virtually identical foc'sle he had lived in as a deckhand on a Great Lakes steamer in the 1920s.

I was fascinated by the uniqueness of this ship, designed for a very specific trade. Her massive timber construction suggested the arduous work of serving tiny, unsheltered ports along a rugged coast. Her small, but elegant, passenger accommodations conveyed a feeling of what life must have been like in those isolated communities when such ships were the only real physical link with the outside world.

Norman Brouwer - 2

It is easy to say, "We can't save everything." And, this may have some validity if we are talking about every harbor tugboat or every lightship when a dozen of each survive. We need to put our best efforts and resources into saving intact last examples of types of vessels, particularly when they have much to convey to future generations about unique technologies or ways of life that are gone. It would be sad to think of people years from now not being able to have the experience of visiting this ship that I had.

If it is totally impractical at this point to restore the WAPAMA for exhibition afloat at a pier, she can be preserved indefinitely on shore in a basic, temporary structure that is more suited to public visitation. The ST. ROCH in Vancouver, and the FRAM in Oslo, have been exhibited in this way for decades, fully fitted out and interpreted. This is not the ideal way to experience a historic vessel, but the possibility remains of some future generation properly restoring these ships and getting them back into the water, and steaming or motoring again. Once the ship is gone there is no such possibility.

Yours Sincerely,



Norman J. Brouwer

Maritime Historian

Author, The International Register of Historic Ships



**HONORARY
VICE-PRESIDENT**

Mrs Ruth Carr

THE COUNCIL

VICE-PRESIDENTS

Henry H Anderson
Admiral
A Andrade e Silva
Viscount Caldecote
KBE DSC DL FEng
*John E Cunha
Jacques Chauveau
Mildwin Drummond
OBE JP DL
Major James Forsythe
TD

Toru Hara
Hammond Innes
CBE HonDLitt
Admiral of the Fleet
The Lord Lewin
KG GCB LVO DSC
Ambassador
J William Middendorf II
Admiral of the Fleet
Sir Julian Oswald GCB
Commander
Michael Parker
CVO RN

Rear Admiral
T J Patterson USN
Arthur C Prothero
Sir John Smith CH
Peter Stanford MA
*Edward G Zelinsky

*Commander
Eric Berryman
Rtd USNR

*Captain
Peter F C Elphick
Hon. Editor

*Richard M Frampton
Chairman

*David L. Graves
*Derek H Palmer
*Dr Robert G W Prescott
Scotland

*Dick Schouten
Netherlands

*Commander
Graham J A Shaw
OBE RN
Hon. Treasurer

*Mrs Jayne Tracey
Hon. Secretary

*Michael C Tynan
Hon. Solicitor

Oliver Genin France
Masumi Imai Japan
Captain Phillip Rivers
Malaysia

Mervan Bound MA
Rick Hogben
Miss Meriel Larken
Michael MacSwiney
FCA

Anthony Nelson
John Robinson

(* Trustees)

WORLD SHIP TRUST

Patron HM King Bhumibol Adulyadej of Thailand

Founded by Frank G G Carr CB CBE FSA

202 Lambeth Road, LONDON, SE1 7JW

Telephone 0171-261 9535 Fax 0171-401 2537

Registered Charity Number 277751

Please quote our ref:

RMF/RQ/WST/WAPAMA919

Your ref

11 November 1996

Mr William G Thomas
Superintendent,
San Francisco Maritime National Historical Park
Fort Mason, Building 201
San Francisco
CA 94123
USA

Dear Mr Thomas

You will by now have had a letter from Henry H Anderson Jnr, a Vice President of the Trust, on the importance of the **WAPAMA**. What he has said in his letter of 30th October 1996 is fully endorsed by my Trustees.

It is really most important that the few remaining ships of historical importance, of which **WAPAMA** is one, should be restored and preserved for the benefit of future generations. I am sure that Karl Kortum, who was one of the principal founders of this Trust, would entirely agree. I do hope that this ship can be saved.

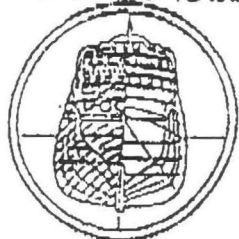
Please let us know if you think that the Trust can be of any further assistance.

Yours sincerely

R M FRAMPTON
Chairman

cc: Mr Henry H Anderson Jnr
cc: Rear Admiral Thomas J Patterson
cc: Mr Edward Zelinsky
cc: Mr Peter Stanford

IMPLACABLE



NEVER AGAIN.

COPY WORLD SHIP TRUST

Patron HM King Bhumibol Adulyadej of Thailand

Founded by Frank G G Carr CB CBE FSA

202 Lambeth Road, LONDON, SE1 7JW

Telephone 071-261 9535 Fax 071-401 2537

Registered Charity Number 277751

HONORARY
VICE-PRESIDENT
Mrs Ruth Crier

VICE-PRESIDENTS

Henry H Anderson
Vice Admiral Caldeute
KBE DSC FEng
Malcolm Drummond
OBE IP DL
Major James Forsythe
TD

Toru Hara
Hammond Innes
CBE DLitt
Admiral of the Fleet
The Lord Lewin,
KC GCB LVO DSC
Commander
Michael Parker
CVO RM

Arthur C Prothero
Peter Stanford MA
Edward G Zellinsky

TRUSTEES

Commander
Eric Berryman
PhD USNR
Mensum Bound MA
Captain
Peter R C Elphick
FCII FNI Hon. Editor
Lieutenant Commander
Richard M Frampton
FNI RN Chairman
Major
David R Gouldard
MBE MA RM
Anthony Nelson
Derek H Palmer
Hon. Secretary
Dick Schouten
Netherlands

Commander
Graham J A Shaw
OBE RN
Mrs Jayne Tracey
Michael C Tynan
Hon. Treasurer
Edward G Zellinsky

Michael C MacSwiney
FCA Hon. Treasurer
Richard D Grasby
FSD-C FRSA
Hon. Design Consultant
M Olivier Genin
France
Mitsumi Imui Japan

October 30, 1996

William G. Thomas
Superintendent, San Francisco
Maritime National Historical Park

Dear Mr. Thomas:

We write as a Vice President of the World Ship Trust, a former officer of the National Maritime Historical Society, a co-founder of the National Maritime Alliance and member of numerous maritime museums to sound 'alarum, alarum, alarum' over the proposal to scrap the *Wapama*.

If one lesson stands signal from our numerous visits to the collection of vessels in San Francisco, to the National Maritime Museum and in doing research in the John Porter Shaw Library, it is the importance of diversity historically of the vessels as a medium for educating the public, especially the younger generations, concerning the history of the nation and the perseverance, industriousness, and national pride that molded this nation. Each ship tells a different and significant story so that to eliminate one dilutes the educational experience.

Further, to fail to restore and maintain a ship for which the Park Service was given a mandate and for which there is the approved methodology to do so represents an abdication of a public trust.

In closing, saving the *Wapama* would be a most fitting tribute to Karl Kortum and recognize that his good works have had a greater influence on a greater number of citizens than any single teacher in our educational system.

Sincerely,

Henry H. Anderson, Jr.

November 9, 1996

Mr. William G. Thomas
Superintendent
San Francisco Maritime National Historic Park
San Francisco, California

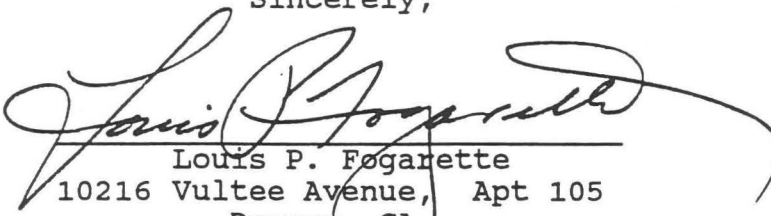
Dear Sir,

This is in response to the National Maritime Historical Society's solicitation in its endeavor to preserve the steam schooner, Wapama, as an historical part of our nation's history.

I am sure you must be well aware much of our American past is rapidly being destroyed because of the current indifference to history. This is so very sad because our past has got to be the basis for the strength of the country in the future.

If it is at all possible, the Wapama should be saved to give our youth of today a foundation to look upon of what it took to make the present. I thank you for any favorable consideration on this matter.

Sincerely,


Louis P. Fogarette
10216 Vultee Avenue, Apt 105
Downey, CA.
90241

November 11, 1996
RADM Thomas J. Patterson
8 Fairwood Ct.
San Rafael, CA 94901



Re: *Wapama*

Dear Tom:

Once again, allow me to express my pleasure at meeting you aboard *Balclutha*. As you know, Peter Stanford has asked for my assistance in promoting *Wapama*. This is a task I feel can be done, and I am proud to have been asked to participate. *Wapama* is very special to me.

While I am normally the busiest man in the world, I have a little time right now, and could be of some help until my own museum begins to head into the busy time of the year, which is early spring of 1997.

I have had much conversation and correspondence with Peter on this subject. Yet, I have not heard anything from you or Ed Zelinsky. Since you are heading up the Save The *Wapama* Committee, I hesitate to move too rapidly without your blessings.

Since my last meeting with Peter in San Francisco, Robert McCulloch (of Rohnert Park) and I have been creating concepts for bumper stickers, fliers, and posters. In addition, we are lining up contacts in the media, targeting potential donors, and designing slogans for the campaign. I have also secured an area specialist in steam to consult on *Wapama's* engine.

Please know that my own museum's newsletter is being put together as I write this. In order to reach the membership of the San Diego Maritime Museum, I must have pertinent information about the *Wapama* Project immediately.

Ideally, a press release, photograph (color or black and white), line drawings, and a hint of your agenda would be of great help. I also need specific information on the \$1 Campaign involving school children — addresses, etc. And, Peter asked me to look over Karl Kortum's oral history of steam schooners. Can you get me a copy of that manuscript?

You may reach me at the San Diego Maritime Museum by phone, fax, or e-mail. The numbers and addresses are listed below. In closing, I would just ask that you brief me as soon as possible as to whether or not you can make this deadline. This issue is released December 5. The next issue won't be out until mid-February 1997. I am holding space for this issue, and am hopeful of including the *Wapama* information now, rather than later, due to space restrictions.

Sincerely,

Joseph Ditler
Development Director

Ditler Phone: (619) 234-9153; Fax: (619) 234-5301; e-mail: ditler@sdmaritime.com

Robert McCulloch Phone: (707) 792-1867; Fax: (707) 792-1867, e-mail (pending)

cc: Peter Stanford, Edward Zelinsky, Robert McCulloch

MEDEA

STAR OF INDIA

BERKELEY

1306 North Harbor Drive

San Diego, California 92101

(619) 234-9153

TOTAL P.01

P. O. Box 1073
Belvedere, CA 94920
November 6, 1996

Superintendent William Thomas
Maritime National Historic Park
National Park Service
Building E, Fort Mason
San Francisco 94123

RE General Management Plan: THE WAPAMA

Dear Mr. Thomas et al:

When there are so few maritime relics left to save it is appalling to learn that any are to be deliberately destroyed.

Furthermore, in regard to The Wapama, there is more at stake than the ship itself. There is the confidence of the public and taxpayers in the performances and promises in government agencies being destroyed with each plank removed. Also, there is there is the blatant waste of taxes already invested in The Wapama - the state revenue and charitable donations used to purchase and initially restore the schooner and the federal funds subsequently.

Our expectations did not include the National Park Service adopting policies in disregard of the local investment of service and money when the Golden Gate National Recreation Area was enhanced by the transferring of our maritime museum collections.

Also, there is the undermining of confidence in our volunteer service being put to the best and enduring use. How can you expect to recruit volunteers, especially skilled workers, if their valuable time and expertise becomes worthless when you do not fulfill the objectives for which they worked?

Week after week, I receive solicitations for volunteer time and money for the GGNRA facilities to supplement staff and budget. Time is more valuable than dollars. Basically, it is the most precious asset any person has to give, it is the essence of life. No one, especially our government should waste it by misuse or abuse. It is bad enough to waste our taxes, it is unforgivable to waste our time.

You will be doing both by not continuing the restoration of The Wapama so that it can be returned to the Hyde Street Pier. You must alter general management plans to protect our investment. Otherwise, we will not seriously consider appeals for help having lost confidence that what we give makes a long-term difference, enduring unto future generations.

Sincerely yours,



Beverly Wright Bastian

cc Neil Chaitin, Chairman, Advisory Comm.
Representatives Pelosi and Woolsey
Senators Boxer and Feinstein



NATIONAL MARITIME

776 CARLITA CIRCLE • ROHNERT PARK, CALIFORNIA 94928 • PHONE / FAX 707-792-1887

OFFICIAL FAX TO: PETER STANFORD @ NATIONAL MARITIME HISTORICAL SOCIETY
PAGE 1 of 3

7th November, 1996

Hello Peter! I hope this finds you well and fighting the good fight.

After a few days of watching from the sidelines as a flurry of correspondence passes by, I now offer my own. I warn you that I will, no doubt, digress, stagger, and condense into vignettes of thought; but I have faith that a seed or two will mature.

At the beginning of this week I contacted Dave Hull at the museum library regarding Wapama archives. I had hoped to be able to go there Wednesday, but per the reference librarian, it must wait until Saturday. Dave and I had a good chat and I found his opinions interesting but somewhat different from my own. His tack is something akin to the Vasa project.

The purpose of my visit will be to access photos and historical information that will assist me in creating a recognizable identity for the benefit of the general public. Specifically, logo and illustration (we need a good t-shirt as well - people love 'em) and, ideas for copy that will alert the entire West coast to the fact that we are all historically tied together by the track of the Wapama.

With this last thought in mind, considering that during her career, she ran from Alaska to Southern California, there should be many descendants of those who actually arrived at their present localities via Wapama. Among these will be families successful in business that have a strong personal interest in seeing part of their own heritage preserved - if it can be awakened. I have more faith in these than in a general community of landmen headed by city fathers that have no money - but I would in no-wise discount them either. As a beginning, I feel a listing of every port of call would produce some viable targets.

In going through my own collection I was happy to find an 8.5 x 14 flyer put together years ago by the museum containing plan views, a photo (under weigh) and a brief history of the vessel. For a flyer / brochure, I suggest 8.5 x 11 horizontal, with two folds - which allows us six panels of information and photos. Shown majestically under-weigh, a specific description, moving historical information also detailing ports of call, her precarious state at present - along with the importance of her salvation, and - vital - her projected mission once restored, should all be a part of this presentation. I mentioned to Joe that you would be the best candidate for the text since you do it so well. His thought on the matter is that we all should have a go at it - from which the final version would be edited. Your opinion?

My own two cents:

As a sailor, I think she needs to be "splashed" a.s.a.p.. Since she is now probably dry as tinder, a fat contribution of deep-saturating epoxy may be in order to curtail those happy little spores and add some measure of viability to her structure until more can be done.

Since she is also no-doubt badly hogged I would investigate the possibility of an internal iron strongback and perhaps other temporary trusses or like remedies to enable her to be a-float while her upper-works are tended to. At intervals she could be hauled for brief periods for specific stages of work.

Tarps?, fresh water damage? Sluice her down constantly with salt-water! There's certainly plenty of it around; and if all it takes is a few hands tapping on her with mallets to get the Borax contributions going again, why, then I'll go do it myself. Two beefy gas water pumps with fire hoses, two foul-weather suits - boots included - and two guys on retainer isn't hard to picture, or fund, for that matter. And pigeons? Well, if these salt-water showers don't make them jump ship, then fifty pounds of cat litter and a few super-market kittens would put a stop to their revel.

This is important:

As the local sponsor of the informal "Sailor's Rest and Tiki Bar" rum corps society held forth weekly in the great room of my home, I frequently entertain and consort with intelligent sea-types - all of unimpeachable character of course.

Just last night while discussing the Wapama, a sailor and good friend (sales rep from the marine business) says to me: "Mare Island". The effect was akin to sticking my finger in a light socket and I almost fell off my chair as the implications flooded through my mind. He went on to tell me of his former experience as a Sea Scout and a project to rebuild an aging P.T. boat at that location.

As you most probably know, Mare Island is the oldest government shipyard on the West coast, established in about 1850. It has recently been de-activated. He described the cranes, the graving docks; and close-to, a very large brick building housing all manner of industrial wood-working machines. He looked at me and said: "The San Francisco Maritime needs to establish a foothold at Mare Island." I started laughing and compelled him to raise his hand and repeat after me: "I promise to do all manner of crazy things in assistance to the Wapama". There was no need of eloquence here - I had to shanghai him while he was ripe.

More to the point: We have the Wapama - a vessel of great historical importance and part of the National Registry sitting on a barge that costs upwards of 8K a month. (Not to mention the rest of the fleet.) She belongs to the Feds.

We have Mare Island sitting essentially vacant with every facility to build a whole fleet of steam schooners from the keel up. She belongs to the Feds. It's so simple it's stupid: They own the vessels, they own the facilities - where's the rub? Well, more to the case, where's the guy that needs to sign the paper?

We need to get these Feds together! This is not a matter of saving Mare Island as well as the fleet, but a case of un-locking the gates so the fleet can be maintained. One graving dock and that brick building. Include this facility as part of the overall historical picture. Putting a portion of it to use in servicing the fleet will ensure its own preservation as well. They can sell the rest off for seaside retirement condos if they like. But, when they start tearing down, let's get our hands on all the viable and seasoned large-cut timber hiding there.

Use the Eppelton to tow and the Hercules to nudge the vessels to and from Mare Island for periodic work in stages, to maximize public awareness. Each movement a public event - maybe we can't sail 'em yet, but we could surely push them around.

As to the work force, there are the old-timers from Mare Island itself. Professionals from every facet of ship-building; some let go when the facility shut down. Will they not come forward when shown the condition and importance of the fleet; and the facility so much a part of their lives? Would it not bring a sense of purpose to their own life's work to conclude it in an effort to impart these skills and knowledge to the youth such as Sea Scouts and others destined for the merchant maritime? (Sorry, I'm getting excited, but if we can't get this shipyard thing tied in it will be a big loss to the overall effort at San Francisco and the war-chest as well.)

So, I've spouted the good spout. That's where I am in the progress of what I've been "assigned"; and much more in the way of matters outside of my un-official office. Speaking of offices, since I may soon be in the position of the un-employed - given my "reactionary" leanings as far as the exhibit specialist position at SFMNH is concerned, I'll offer to wear a dress for that secretary job but the moustache has got to stay.

Be well, call or fax anytime and, let me know when you're going to be in town next -you can lay-over here in good company!

Fondly,



Robert McCulloch

p.s.: When it is convenient, could you please fax me a copy of Karl's article as in SH 79? Your publication is as revered as the golden fleece in my library but I am red-faced to say that I am not a subscriber.

inter flight
Tech



BUCKINGHAM PALACE.

7 November 1996

Dear Admiral Porterson,

I was very interested to hear from Peter Stanford about your project to save and restore the steam schooner 'Wapama'. The period which spans the last sailing ships to the first fully mechanised ships is one of the most significant in maritime history. 'Wapama' belongs to that period and I very much hope that your efforts will be successful.

Having undertaken, and successfully concluded, the massive task of restoring 'Jeremiah O'Brien', I have no doubt that you will be equally successful with 'Wapama'.

Yours sincerely
Philip

The Norwegians transported the skeleton of the good ship GJOA from Ocean Beach to Norway where she was rebuilt, why can't we do the same?

While visiting in San Pedro about 75 years ago Captain Johnson invited my mother and me to take a trip to San Diego on the Wapama. The trip was fine but my room left a little to be desired. My mother had a room on the upper deck while I was on the lower deck, aft of the dining room and directly over the propeller.

We are further distressed by the Superintendent's bargaining away the congressionally mandated boundaries of the park. This in negotiations with staff of the San Francisco Port Commission. A strong federal position was pusillanimously – and unskillfully – allowed to be chipped away. This to a point where the reduction in our underwater real estate prevents the steam schooner *Wapama* on her steel barge, a vivid display, from joining the other vessels. She remains across the bay in Sausalito. This is the San Francisco Maritime National Historical Park, not the Sausalito M.N.H.P. Almost 120,000 square feet of bay surface has been yielded up leading to other embarrassments in mooring and docking at Hyde Street pier. Hundreds of thousands of dollars are spent on crazy mooring schemes at the pier that are concocted by the Superintendent and his Contract Officer. A \$160,000 dock for the scow Schooner *Alma* was build, the *Alma* can't use it. The latest, a berth for the large steam tug *Hercules*, was flatly opposed by all the knowledgeable people on the staff, but nevertheless the aforementioned went ahead and let the contract. The berth is built, but the captain of the *Hercules* says there is not enough depth of water to dock the vessel.

We increasingly get the feeling that, incredible as it may seem there is a covert, old boy support system that ignorantly keeps in place all that is wrong in San Francisco. The team that Associate Director Ed Davis sent out here to look into what was troubling at the San Francisco park promised repeatedly when they were here that they would pay a call on the Ship Committee as part of their survey. That seems to make sense – the inadequate care of the ships is what it is all about and we are the experts, but we were systematically avoided. We are now certain that we were systematically avoided, promises notwithstanding, because the drift of our findings were already known and our opinions, if asked for, would be inimical to the Superintendent.

So with all this thimble-rigging as background it is no surprise to us that the investigating team's report is whitewash, or close to it. It will do precisely nothing to correct the faults detailed in this letter. Putting the resolution of the matter – a slap on the wrist for the Superintendent – in the hands of Western Region Director Albright is a mistake. His indifference to the affairs of the park coupled with the Superintendent's incompetence has brought the park to the distressing point where we now find it. The Superintendent handled what can be fairly called "damage control" for the Regional Director for years. We feel there is insufficient separation in their relationship.

The potential for a sparkling park still exists, but not unless there is a change in course.

I regret having to send you such a distressing report. Our Committee stands read to serve.

Sincerely,



GUNNAR LUNDEBERG
President/Secretary-Treasurer

ope-3-afl-cio (146)

cc: Bruce Babbitt, Secretary of the Interior

a hit and miss group whom he has put in charge of this vital mission. Few have any background for the work. He fiercely defends them, resists any change, and calls them "the good guys". The result is chaos. There are many excellent people working here, many young and dedicated, looking for leadership. It is absent. Respect is absent.

Our Committee is concerned with seamanship. In fact, the concern of the park is seamanship; that is its subject. But our flagship, the *Balclutha*, is missing nearly half her spars and looks like a dismantled wreck towed in from sea. Many of her yards have been down for years — it is inexcusable. Getting a new spar out of Oregon is a matter of a couple of months; for the shipwrights to prepare it to go aloft should take no more than a couple of weeks. The ship's boot topping was recently painted through her Plimsoll mark, and when asked about this bizarre error (for all the world to see) at our Commission meeting, those in charge did not know what the Plimsoll mark was. They did not know when our paddle tug, in perilous condition and in danger of sinking, had last been drydocked. They forgot anti-fouling when *Wapama's* steel barge was hauled; the weeds are two feet long. These are a few small examples of the ignorance at the top.

Work on the ships is badly done; work by contractors is sloppy for lack of supervision; daily maintenance is erratic; decks leak almost uniformly spreading interior rot; brass is unpolished; brightwork peels. Where there should be good order — "all shipshape and Bristol fashion" — a sparkling national monument to the ways of the sea, we find instead that slovenliness is the order of the day. The one National Park devoted to the sea, located in the port that stimulated the building on the other side of the nation of that penultimate splendor, the American clipper ship, is being run by what sailors would inevitably call a bunch of slobs. This is blunt, but it is the truth.

Our Committee — the only body of experienced seafaring men in any way attached to the guidance of the Maritime Park — is systematically repulsed in our efforts to offer our experience and guidance. The Western Regional Director treats the park with complete indifference. He treats the Commission with indifference and hostility. The telephone calls I place to him are unanswered.

Much of what is being described here on the ships and pier comes under the heading of morale. You can gather that it is almost non-existent. The Superintendent has a stated enemies list. At great cost to the taxpayer he proceeds against various employees using federal attorneys. Administrative judges sit on the charges, flown back and forth cross the country if necessary. The Superintendent's assaults invariably fall on their face. The Superintendent has the support of the Western Regional Director in all of this. The charges in one expensive case that will likely cost \$100,000 or more were thrown out by the judge in November with the comment that the Superintendent's case was "absurd, moronic and ridiculous". The Superintendent's administration is characterized by division, reprimands, letters of warning, suspensions without pay, partisans, sycophants, stool pigeons, and in response, whistle blowing.

The lack of maritime knowledge on the part of the Superintendent and the department heads he has selected leads to wild swings in the spending on vessels. There is a budgetary chaos. Some smaller craft — which appear to be favorites — have had the best part of a million dollars spent on them while other vessels barely cling to life.

107739



J PORTER SHAW LIBRARY

J. Porter Shaw Library
S.F. Maritime NHP

